FOR POSTAGE RATES SEE FRONTISPIECE

Vol. CC, No. 2615

THE SPHERE, MARCH 18, 1950
With which is incorporated "THE GRAPHIC"
2/-

The SPHERE

THE STATE VISIT OF THE FRENCH PRESIDENT

Bulmer's
POMAGNE
Champagne Cider de Luxe
MADE BY THE SAME PROCESS AS CHAMPAGNE
DIEU ET MON DROIT
BY APPOINTMENT CIDER MAKERS
H. P. BULMER & CO. LTD., HEREFORD

McVITIE & PRICE
Biscuits of Highest Quality
EDINBURGH • LONDON • MANCHESTER

BY APPOINTMENT TOILET SOAP MAKERS TO H.M. KING GEORGE VI
Bronnley
FINE ENGLISH SOAPS

WETHERALL
bond st sportsclothes
magical cleverchange handtailored saddlestitched worn tie or buckle belted · half or unbelted fourway (belted) topcoat in sparkling fabrics woven to our own design
wetherall house bond st w1

By Appointment
Table Salt Manufacturers
Cerebos
The salt of a century

Craven 'A'
Rich, fine tobacco and—the cork-tip for cleaner smoking

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE CORPORATION LTD.
83, PALL MALL, LONDON, S.W.1.

Do you light up your own good looks?

Don't do a fade-out when the lights go up! Here are some professional hints for evening make-up. Avoid shine by starting with a thin film of Yardley Make-Up Base. Be sure your powder matches your skin-tone. With nine Yardley shades to choose from, there's no excuse for failure! Go in for brilliant lips—but take care your lipstick doesn't clash with your dress. Newest and a most charming shade is Yardley Pretty Pink—a vibrant rose—divine with pastels, black and other fashion hues. Occasionally, have expert treatment at the Yardley Salon, 33 Old Bond Street London

YARDLEY

LONDON · PARIS · NEW YORK

Volume CC No. 2615 The SPHERE, London, March 18, 1950

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY

THE FRENCH PRESIDENT'S FAREWELL TO ENGLAND—M. VINCENT AURIOL, MADAME AURIOL, AND FOREIGN MINISTER SCHUMAN WAVING FROM THE DECK OF THE CROSS-CHANNEL STEAMER "ARROMANCHES" ON LEAVING DOVER FOR THE RETURN JOURNEY TO FRANCE: As the *Arromanches* left the harbour a salute was fired from Dover Castle and the British battleship *Vanguard* paid her tribute with a 21-gun salute for the President

The State visit to this country of M. Vincent Auriol, the first President of the Fourth Republic, and of Madame Auriol, accompanied by M. Schuman, the French Foreign Minister, ended last Friday in the leave-taking at Dover illustrated on this page. The visit was marked by three days of colourful pageantry and ceremony, and there was on every hand abundant evidence of the warm affection binding Britain to her nearest Continental neighbour. In this special issue of *The Sphere* the story of the President's visit is told in pictures from the moment of his arrival at Dover to the moment of departure. Following his departure, the President sent the following telegram to His Majesty the King: "On leaving the soil of England I carry with me the indelible memory of these stirring days through which we have just lived. I offer to your Majesty and to her Majesty the Queen our lively thanks for the delicate attention whereby the charms of your warm-hearted hospitality and of the welcome given us by the whole population of London have been lavished on Madame Auriol and myself." (On pages 364-65 and 376-87 of this issue the President's visit is dealt with in detail).

Postage—Inland, 2d.; Canada, with Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

London Pageant.—Considering the time of year, the weather could hardly have been much kinder for London's welcome pageant. The Mall looked gay, the spring sunshine glinted charmingly on the cuirass and sword-blade and beat down quite warmly on loyal heads bared in winter-time, when the King opened Parliament. It is true that a London fog offered a chance for a Frenchman's jibe at London's weather, but even for M. Auriol it might have been much worse. And London was very full all the week. But the countryman who stayed at home shared in the pageantry. For nature provided one of those foretastes of summer which so often precede a "spell of real winter." Deck-chairs were taken out of store. Every sign of April was in the air and on the bough. People thought of grey flannel and cricket. The plucky and the lucky paddled; a few uncertified lunatics bathed, and quite a number of optimists rolled the tennis lawn, dug out the angle-irons and even mixed the whitewash. There is virtue in a *mi-carême* following a General Election and preceding a time of acute anxiety at home and abroad. While the sun shone outside, the protagonists inside the grey walls of Westminster were digesting the King's Speech, the terms of which are to decide the tactics and strategy of the session and give a hint of the life of the Government. If winter comes . . . can spring be far behind? Its vanguard has been seen and welcomed.

A Note on Pageantry.—We are back to brass-tacks after our week of pageantry. A good time was had by all. How well we do that sort of thing! Only occasionally I feel surprise that so few of us in this democratic country of equality, this class-less state, care more to *be* than to see a pageant! It shows nice humility on our part. We are not so democratic as all that. The list of those persons (about 400) deemed worthy to share the banquets and dress up for the pageant reads very much like a similar list drawn up when Edward the Peacemaker reigned. From that reign and age we are often assumed to have moved very far. It is anything but a democratic list. A few leading members of the Government of the day, of course, and their ladies, the courtiers and hereditary Court. Office-holders, and perhaps 300 hand-picked unexceptionables, possessed of the necessary technique required to meet the President of a truly democratic Republic. What qualities, what technique? Are the chosen the last to cling on to their family tiaras, and selected on that account? Or because they speak French with not too close attention to English accent and phraseology? No, sir. We are still in a "period of transition." It is not because they still own their tiaras but because they know how to wear them. Tiaras can be borrowed for a day. The technique of wearing them takes generations to acquire, and all the arts which go with it. On these occasions its "Democracy and Equality—my foot." The hand-picked 400 will continue to be called on to fill the bill, which indeed they fill to admiration. Such is the shape of our modern Democracy; we are still early Edwardian and likely to remain so.

In the Macaulay Tradition.—*The Times* of March 7, describing the State Opening of Parliament, called in T. B. Macaulay, who delighted to oblige from another place with a characteristic passage: "The Lord Great Chamberlain, his long-descended powers now almost wholly concentrated in his charge of the Palace of Westminster, stood with his wand beside the Sword of State: the Earl Marshal, custodian of order in the vicinity of the royal presence, stood to the right of the throne with the Lord Chancellor, keeper of the King's conscience. Here also were those other officers of State, the Lord President of the Council (Mr. Herbert Morrison) and the Lord Privy Seal (Lord Addison), both of whom rank before all dukes but those who are Princes of the blood royal." If that is not authentic Macaulay, it is "a dashed good stab at it." It is, moreover, more than T. B. M.'s style, it is T. B. M.'s age. I particularly enjoy the last sentence, indicating the ranking of Mr. Morrison "before all dukes but those who are Princes of the blood." Only in the Court do matters of "precedence" still exercise the official mind. In Macaulay's day the Lords President and Privy Seal usually *were* Dukes, Marquesses or Earls. Thus this noble passage underlines our rather humorous era of transition. Followed the King's Speech, revealing an innocent little programme of very uncontentious legislation, suggesting that the Upper House guardians of the people's will and censors of mandates exceeded will have little need of watchfulness between now and Whitsun. How shall they make best use of their time? It occurs to me that here is a godsent opportunity for that House to worry out its own reform. An evenly balanced Commons might well at long last co-operate to agree on those proposals and, before the year is out, we might have as our safeguard an up-to-date Revising Chamber in tune with modern democratic thought instead of a museum-piece. For, if you reflect, a hereditary right to legislate and an aristocracy based on land ownership can to-day be described not unfairly as museum pieces!

CEREMONY BENEATH THE TYNE—THE MAYOR OF JARROW, COUNCILLOR A. MORRISON, AND THE MAYOR OF WALLSEND, ALDERMAN MRS. HYDE, WATCHING THE LORD LIEUTENANT OF DURHAM, MR. J. LAWSON, CUTTING THE TAPE WHEN INAUGURATING THE NEW PEDESTRIAN TUNNEL BETWEEN HOWDEN AND JARROW: The pedestrian tunnel is the first of three tunnels to be driven under the river at this point, under a £3,600,000 scheme sponsored jointly by the Durham and Northumberland County Councils. There will also be a cyclists' tunnel and a main vehicular tunnel. The main tunnel will be approximately 900 ft. in length, and it is planned to go underground well within the town limits of Jarrow

A Parochial Agenda.—No one could complain of "contentious matter" in the King's Speech. It read like the agenda of a parish council. The danger of disturbance lay in what wasn't there, and the Opposition instantly tabled two amendments. The voting on these amendments will not upset the applecart, but the debates should be of a healthy and stimulating sort. The Premier, indeed, lost no time in "repairing the omission" as regards the Steel Act. He made it politely but firmly clear that when the time came for vesting-date, this measure now on the Statute Book would receive the normal stages of its completion to effectiveness. But, implicit in this reference, made to sweeten the Government's left-wingers, was Mr. Attlee's realisation that there was no urgency in this matter; six months or nine months can be worlds away, and much water, troubled water, will have flowed under Westminster Bridge before Steel need be an issue again. Who knows who will have to make decisions about that and other serious matters in October or January next? And that aspect will probably be seen by the Opposition and induce restraint in all concerned.

The Steel Amendment.—In truth, things fell out differently and (I should judge) to the surprise of all the best-informed of all parties. Had I been in the House, I should not have joined in the Homeric laughter which greeted Mr. Bowen's speech. I should have applauded the sense of it. I am left with the feeling that the Tory leaders were jockeyed into a position which they did not want to occupy. The challenge was so opposed to the terms of Mr. Eden's opening speech on the Address—and followed so swiftly. Mr. Attlee was quick to take up the challenge of unnecessarily intemperate words; he made it a vote of confidence; he had fewer sick and absent followers and he scored a distinct victory—in the Party game. Mr. Eden had denounced the Party game until the essentials of Supply and the Budget were cleared away, and (it seemed to me) the raising of the Steel issue was indeed untimely and unnecessary and made a foolishness of Mr. Eden's statesmanship. Mr. Lyttelton's brief, clearly enough, was to remove, if he could, the general impression that the Party game had after all begun again; and he did not succeed. I do not agree that the Government was "entirely to blame." As I have suggested earlier, Mr. Attlee's first reference to the omission of any mention of the Steel Act in the King's Speech was by no means unequivocal, if it was stronger in tone than necessary. The amendment need not have been tabled and pressed. I judge that the Government very distinctly won the first round on points and improved its position in the country. It is to be hoped that the dog-fight may still be kept under control. But that is unlikely unless the Opposition can thrash out a short-term policy of action in the House and stick to it, controlling its more exuberant protagonists.

A Drawing-Room Comedy, a Misfit Cast.—Nevertheless, "demureness" in Parliamentary debate in the new House lasted precisely four hours. On the resumption of the debate on the Address, ascerbity "crept in." Mr. Churchill was feeling good, and his rival was very cocksparrow. So stings and flings were exchanged, threats made and advanced posts occupied. No doubt, it was just nice, clean fun for those who listened within the walls. To newspaper readers, it looked rather as if unexpectedly swift steps had been taken, and met, to challenge the life of the present Government, which, God knows, has enough routine work on its hands to justify attention to "first things first." But the oldest masters of the "greatest game in the world" can't keep away from the table or the field. So it was with C. J. Fox and W. G.; so it is with W. S. C. and H. M. It 's a drawing-room comedy with unbuttoned foils. And, that being so, we are entitled to criticise the cast. It is not unfair to label the new Government as a cast of misfits. You could almost swear that the producer expected the play to be withdrawn in a few days and "couldn't care less." It is not mere carping and denigration to suggest that Mr. Strachey is not well cast for Secretary of State for War, nor Mr. Griffiths cut out by his experience for the Colonies; and some might go further and question the continued fitness of some of the original parts. Mr. Bevin may still hope to retire, "bringing his sheaves with him." Mr. Bevan has already made it clear that the present piece is doomed to early death and not worth worrying about. The Premier, no doubt, took a lot of trouble over his craft of cabinet-maker. But for once in a way it is fair criticism to say that many of the drawers squeak and stick.

Heresy-hunting.—I made the comment the other day that an election campaign fought on denigration of the other Party's efforts to govern is bound in the end, if vigorously pressed home, to sully the name of Government and damage the reputation of politicians. Heresy-hunting of individuals has ultimately the same effect. It leads to a vendetta and damages all parties and all politicians. This heresy-hunting is (in the time-dishonoured phrase) "not cricket" and "not British." For another thing, it has a Gilbertian touch, suggesting that every boy and girl is born a little Conservative or what not, and must so die. He may never be allowed to adjust his opinions to changing times. He must be static and dust-laden and filled with rusty ironware, like a wartime City water-tank. The heresy-hunter, if he will honestly examine himself, will find that in his youth he once thought *The White Company* the "finest novel ever written," and Offenbach's "Barcarolle" the supremest music. I have never concealed that Mr. Strachey is not for me a sympathetic character. But I am bored with the heresy-hunt which pursues him. Aren't we all . . . vulnerable, from Churchill downwards?

THE OLD STAGER

FIFTY-SEVEN PER CENT. VOTE FOR LEOPOLD

The Excitement of the Belgian Referendum

After the ferment of the days before polling Belgium held her referendum on the Royal question last Sunday, and the day passed off in comparative calm, despite the unexpected arrival of Princess Josephine Charlotte, daughter of King Leopold and of the late Queen Astrid, who flew into Brussels to record her vote and whose presence added not a little to the delicacy of the situation. Last Monday the world knew that Belgium had voted 57·68 per cent. in favour of the King's return, that 2,933,382 had cast their votes for the King, and that 2,151,881 had voted against. The King had previously given an undertaking that he would relinquish the throne if he received less than 55 per cent. of the country's votes. Parliament, however, was in no way bound to restore him on the strength of any definite percentage, and last Monday's returns were regarded as much a success by the Socialists who mobilised against the King as they were by the King's supporters. In the four Flemish-speaking provinces the King received big majorities

THE CROWD WHICH TURNED OUT TO WELCOME PRINCESS JOSEPHINE CHARLOTTE : Enthusiastic royalists at the Brussels airport greeting the arrival of the daughter of King Leopold and the late Queen Astrid, who flew into Brussels on the eve of the referendum

PRINCESS JOSEPHINE CHARLOTTE CASTS HER VOTE IN THE BELGIAN REFERENDUM : The daughter of King Leopold and the late Queen Astrid voting in one of the Brussels polling stations last Sunday. The Princess, who flew to Belgium from Nice, spent the week end at Laeken with her grandmother, Queen Elisabeth, consort of the late King Albert

KING LEOPOLD AWAITS THE VERDICT OF THE POLL IN NICE : When this picture was taken he had paid a visit to King Gustav of Sweden

M. SPAAK : The former Premier astutely shelved the Royal question through several Parliamentary sessions

FOREIGN MINISTER VAN ZEALAND AT THE POLL : Van Zealand came back to power last year in a Government pledged to the support of King Leopold

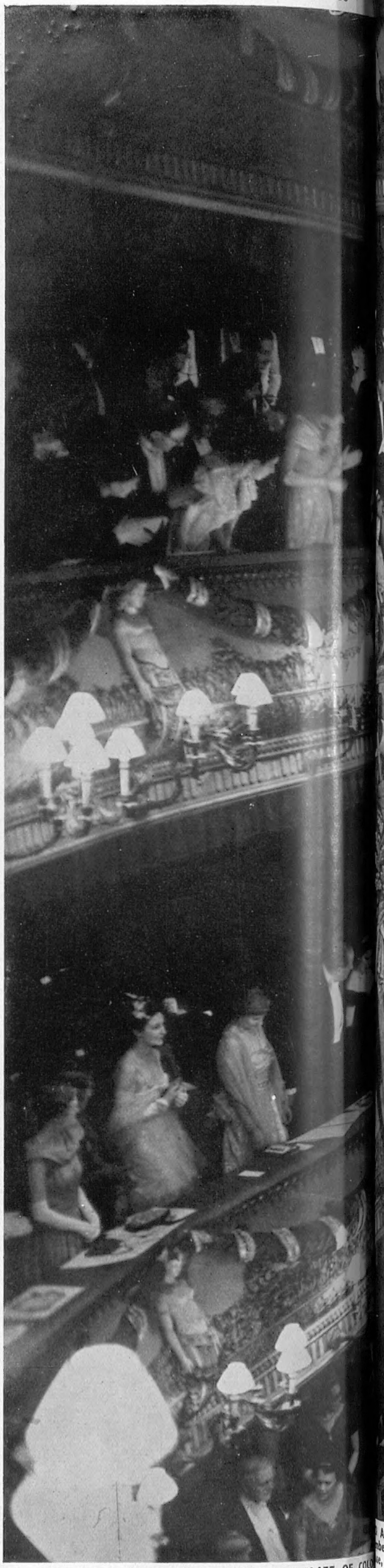
PAUL STRUYE, AUTHOR OF THE REFERENDUM : This former Minister of Justice had much to do with putting the Belgian Royal question before the public

THE "NOES" ARE TURNED BACK : Belgian police placing a cordon across a street to prevent the advance of students. There was tremendous excitement in Brussels in the week before the election, but calm reigned on election day

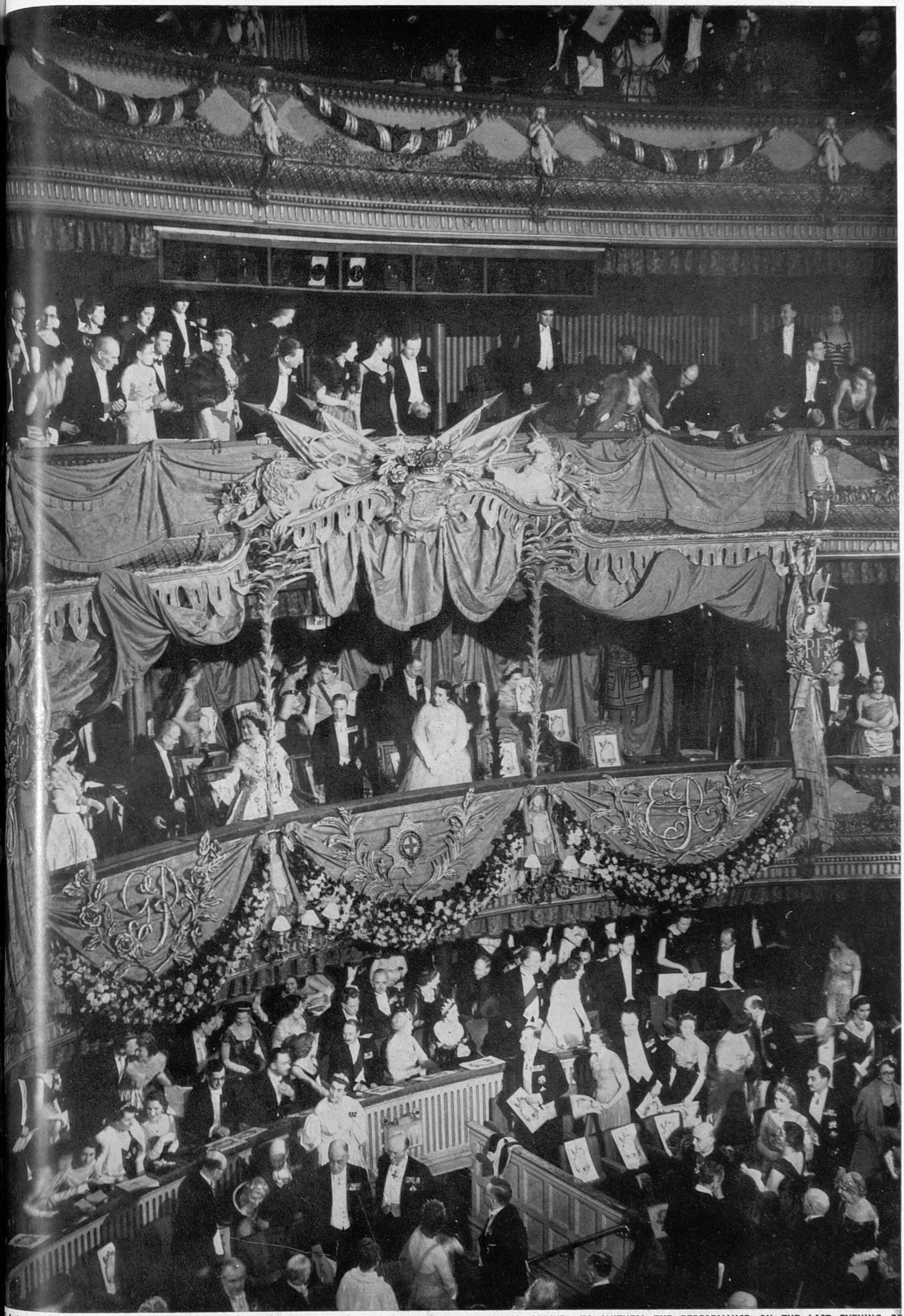
THE KING AND QUEEN AND PRINCESS ELIZABETH ARRIVE AT THE ROYAL OPERA HOUSE, COVENT GARDEN: Their Majesties and the Princess all wore the sash of the Legion of Honour. The Queen's white dress was embroidered with topaz and diamante and she wore a diamond tiara

THE HIGHLIGHT OF THE FRENCH PRESIDENT'S VISIT: The Gala Performance of the Ballet

THE PRESIDENT AND MADAME AURIOL REJOIN THE KING AND QUEEN IN THE FOYER OF THE ROYAL OPERA HOUSE BEFORE ENTERING THE ROYAL BOX TO WITNESS THE PERFORMANCE OF THE BALLET: Madame Auriol wore the loveliest gown that she showed London during her stay. It was in a shade of palest rose in tulle with a corselette strapless bodice. President Auriol wore the sash of the Order of the Bath, the honour which the King conferred on him following his arrival on the State visit to England



THE ROYAL OPERA HOUSE, COVENT GARDEN, A BLAZE OF COLO... THE STATE VISIT TO ENGLAND: When this picture was ta... attention as the music of the Marseillaise filled the Op...



A SCENE OF ANIMATION AS THE KING AND QUEEN, THE FRENCH PRESIDENT AND MADAME AURIOL ARRIVED TO WITNESS THE PERFORMANCE ON THE LAST EVENING OF
bers of the audience were turning to applaud Their Majesties and their guests as they made their appearance in the Royal Box. The whole audience then stood to
e, followed by the National Anthem. Not since the State visit of the late President Lebrun, before the war, has the Opera House witnessed such a brilliant assembly

THE WRECKAGE OF THE TUDOR V AIR-LINER WHICH CRASHED IN A FIELD NEAR LLANDOW AIRPORT, SOUTH WALES, WHEN BRINGING BACK FOOTBALL TRIPPERS FROM DUBLIN, FRO... THE INTERNATIONAL FOOTBALL MATCH PLAYED BETWEEN WALES AND IRELAND AT BELFAST: Eighty people lost their lives, and only three survived the crash. It was the worst air disaster in the history of civil aviation. According to eyewitnesses, the Tudor V came in low towards the airport in fine, clear weather. Then started to climb and its engines cut out. The aircraft immediately nose-dived into a field and broke into pieces. Lord Pakenham, Minister of Civil Aviation, arrived South Wales on Sunday night and talked with the survivors. Air Vice-Marshal Donald Bennett, chief of Fairflight, owners of the Tudor, was also early on the sce...

THE WORLD'S WORST AIR DISASTER

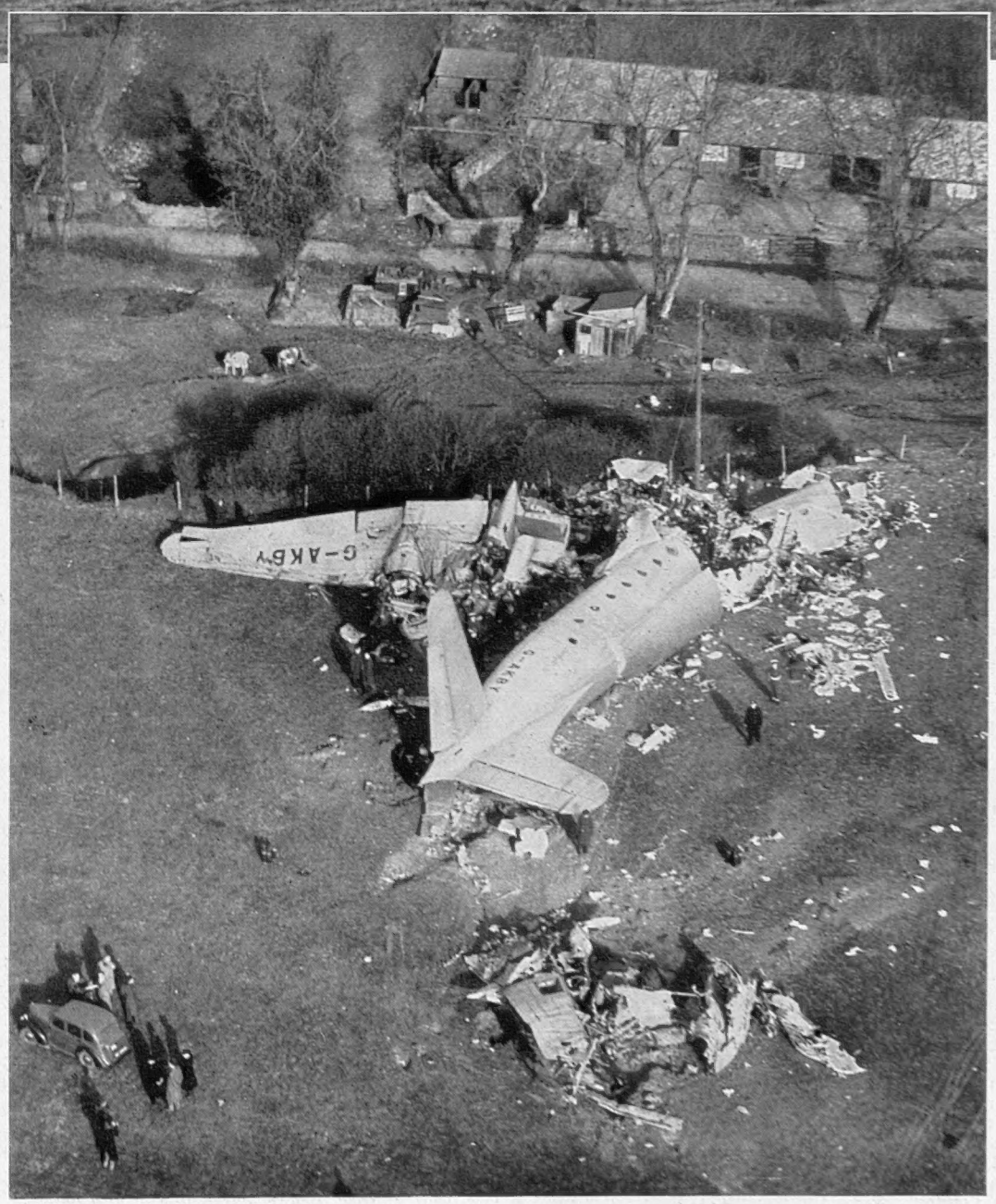
EIGHTY KILLED AND ONLY THREE SURVIVORS IN THE TUDOR V AIR-LINER WHICH CRASHED AT LLANDOW AIRPORT

owns and villages throughout South Wales are mourning relatives and friends los in the tragic Llandow air crash. At 3 p.m. last Sunday, the t Tudor air raft flew in to Llandow from Dublin. On board were seventy- t red-roset ed passengers returning from the Rugby International between es and Ire and, played at Belfast on the previous day. There was also oard a crew of five, and, of these eighty-three, only three survived. Two who were the last to board the plane and sat in the tail, walked out of wreck almost uninjured, apart from cuts, abrasions and shock. Seventy-one he passengers were killed outright, and the others died of their injuries. e of the few eyewitnesses of the crash declared: "We were playing ball when we saw an aircraft flying very low, coming in to land. It seemed e just over the hedgetops. I said to my father: 'He is flying very low, mething is going to happen.' Then we stopped kicking the ball and watched he plane tried to climb. As he turned and banked to the right his engine med to cut out, and the plane dived towards the ground, landing half on side. Everything seemed to stop as he came down. We rushed across hundred yards which separated us, and pulled one man out. He was alive and could just about move. Then we went back to the plane. It was orrible sight. Bodies were piled together, and most of those inside the e were either unconscious or dead. I pulled two of the bodies clear, then R.A.F. officers from Llandow came along and pulled out some e in case the plane caught fire. The rear part of the fuselage seemed to almost intact, but the front part was badly smashed. Petrol was streaming n the sides, but there was no sign of any fire."

The biggest air disaster in Britain before the Tudor V crash last Sunday urred on October 22, 1948, when a K.L.M. Constellation crashed near estwick, killing forty people.

The largest death-roll in a single commercial plane crash was fifty-five, a collision between a Skymaster air-liner and an American Lightning ter aircraft near Washington national airport on November 2, 1949.

The Tudor V involved in the Llandow disaster had an official certificate of worthiness for an all-up weight of 80,000 lb. It started as a 44-seater in ptember 1948; was raised to 52 seats; later, 72 seats; and three months was permitted to carry 78 passengers and a crew of five.



o left and *on right*—THE DISASTER AS SEEN FROM THE AIR: These two pictures clearly evidence the tremendous impact with which the great air-liner must have hit the ground. The crashed aircraft had 1,400 hours flying time and had been extensively engaged on the Berlin Air-lift. According to Air Vice-Marshal Bennett, the Tudor flew more hours than any other British or American machine on the air-lift

THE GOLD POOL AND GERMANY'S LOOT

Redistributing the Wealth of Nations

By HARRY J. GREENWALL

GOLD is an old and seasoned traveller by now; for some years before the war bars of gold, in little wooden boxes like dolls' coffins, transported in ocean liners, crossed the Atlantic from Britain to the U.S.A. Then gold took to the air. A few days ago £1,000,000 in gold bars was flown from London to Brussels, but it did not make the headlines in the British newspapers; yet in Brussels there is the headquarters of the Gold Pool, an organisation which is dealing with the recovery of and the fair distribution of between 300 and 350 tons of gold, worth in round figures over £100,000,000, or the equivalent of about a quarter of the gold reserves of the sterling area, all looted by the Nazis from the German occupied countries.

In the "Whitehall" district of Brussels, that is to say, in the Rue de la Loi, which lies up the steep hill overlooking the Botanical Gardens, there is sitting what is known as the Tripartite Commission for the Restitution of Monetary Gold. The three countries concerned are Great Britain, the United States and France. The official languages are English and French. The chairman of the Commission is Colonel R. E. L. Wingate, C.I.E., O.B.E. The Secretary-General of the small international Secretariat is another Briton, Colonel J. A. Watson, O.B.E., Croix de Guerre.

Colonel Wingate is a son of Sir Reginald Wingate, the creator of the modern Sudan, and a relative of "Wingate of Burma." Before the war he had a remarkable career in India.

Colonel Watson was a civilian before the war; he lived in Paris, where his paintings attracted attention. In the first war Colonel Watson served as a junior officer in the Gunners. After the fall of France, Colonel Watson was with the first Military Mission with the Free French Forces in West Africa, so was Colonel Wingate. The two officers, neither knowing of the appointment of the other, met again on the Brussels Gold Commission.

So far the gold which has been recovered does not amount to more than about 50 per cent. of what the Germans looted. The Germans, always acting "according to plan," not only looted systematically, but they were just as systematic in the way they hid the stolen gold. Part of it was hidden in Germany itself and part of it in neutral countries such as Spain, Portugal, Switzerland and Rumania.

When the American Army was sweeping across Germany in April 1945, they reached the salt mines of Merkers; here, in an enormous cache, was buried the bulk of the looted gold hidden in Germany, but other caches were literally unearthed in Zwickau, Eschwege, Coburg and Regensburg. In the early part of June 1945, a further cache of gold was found buried in a forest near Wallgau.

The Americans took the gold they found to Frankfurt, where it was placed in the Foreign Exchange Depository. Here it was examined, but mixed with the stolen gold were a considerable number of gold bars of doubtful quality; these originated, of all places, from the Prussian Mint. A fact which gives one quite "furiously to think."

When it came to weighing up the gold, it was found that Frankfurt lacked general facilities, such as were required for the complicated re-assaying and checking. It was therefore decided that the gold should be transferred to London, to the Bank of England. The gold was insured for a vast sum and in June 1948 there began a series of secret air-lifts, flying the gold from Frankfurt to London. With the exception of one bar of gold which mysteriously disappeared and which has never been traced, the whole cargo arrived safely.

The Gold Pool was established in September 1946; it is independent of the Inter-Allied Commission, which also sits in Brussels; the Gold Pool is foremost a judicial body with sovereign powers. When the Pool started operating it employed the services of banking experts from Great Britain, the United States and France, who helped with the more technical side of claims made on the Pool. At the present time some of these experts are still attached to the Pool.

In March 1947, the Pool sent out a questionnaire to eighteen countries which had signed the Final Act of the Paris Conference on Reparation in December 1945. Of these eighteen, only seven filed claims: the seven were Albania, Belgium, Czecho-Slovakia, Greece, Luxembourg, The Netherlands and Yugoslavia. It will be noticed that three of the seven are Russian satellite countries. Subsequently, Italy, Austria and Poland received permission from Great Britain, the United States and France to participate in the Pool, and they, too, filed claims.

The Pool officials worked hard and well; so well, in fact, that in 1947, before Marshall Aid, and before it had been functioning for a full year, it was able to advise the Tripartite countries that it had validated certain straightforward claims. The three countries concerned decided to make a preliminary share-out of recovered gold.

Switzerland, Rumania and Spain have already surrendered the gold the Germans transferred to those countries, but for some time negotiations have been going on with the Portuguese Government to obtain restitution of the gold the Germans flew there during the war and cached in Lisbon, but at this writing the Portuguese Government is adamant. The Hungarian Government also deposited a certain amount of gold with a Lisbon bank, and one of the most dramatic and unwritten episodes of the Lisbon wartime dramas relates to a fist fight in the vaults of this bank between rival sections of the Hungarian Legation in Lisbon, each side laying sole claim to the gold in the vaults.

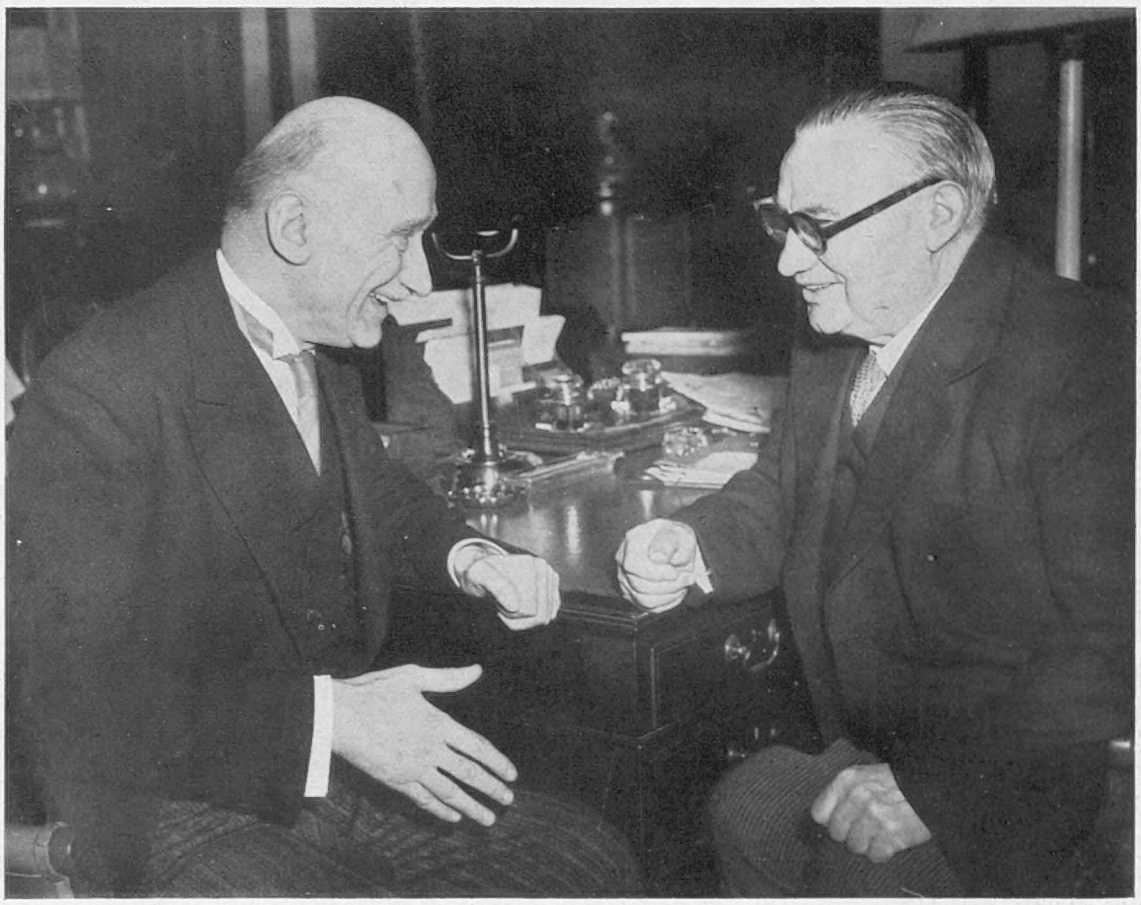
The gold in Portugal was flown there systematically by the Nazis in German-piloted planes, which arrived in Lisbon *via* Barcelona. The German Embassy had large safes cast specially to receive the gold; the safes were cast in a Portuguese steel foundry at Belem, on the outskirts of Lisbon. One of the German wartime gold caches in Lisbon was in a large garage where the Germans rather ingeniously placed one of the big safes.

The British Embassy in Lisbon kept close watch on the arrivals of the looted gold, but were, naturally, unable to do anything about it at the time. After the German débâcle the Portuguese Government seized the gold, but only as much as they could find of it. It is quite possible that some of it is still hidden and its whereabouts is known only to a very few people.

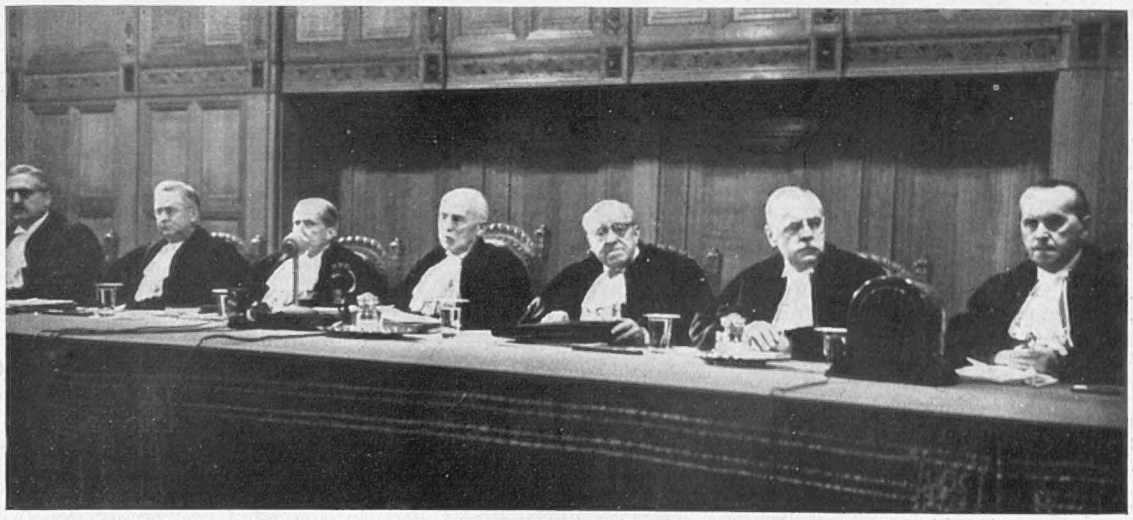
The collection of the gold is the responsibility of the Tripartite Governments. Some 200 tons of gold have so far been recovered and divided between Belgium, the Netherlands, Luxembourg, Czechoslovakia, Yugoslavia, Austria and Italy. Of these seven countries, it will be remarked that two are ex-enemy, and two, by reason of their form of government, are, to say the least, unfriendlily disposed towards the three countries which set up the Gold Pool. This certainly stresses the fair-mindedness of the Gold Pool.

It is not possible to disclose the amount of the individual shares accorded the above-named countries, but it may be disclosed that by far the greater amount went to Belgium and the Netherlands, but Belgium and Luxembourg made the noble gesture of immediately turning over their shares to France, because the gold they claimed was the gold which had been in French custody when the Germans over-ran those countries, and France had herself made the very noble gesture of compensating Belgium and Luxembourg for the gold they lost when France fell and the Germans stole the gold of which they knew fully well was the gold which France was holding in safe custody.

What will be the final work of the Gold Pool? It has distributed part of the 200 tons of gold which have so far been restituted; at present the Pool is wrestling with a number of extremely complicated claims, but there remains another 100 or perhaps 150 tons of this precious gold which lies hidden away somewhere; gold looted by the Germans and perhaps being retained for some sinister purpose which the dim future conceals.



THE FRENCH FOREIGN MINISTER CALLS ON THE BRITISH FOREIGN MINISTER: M. Robert Schuman, who accompanied President Auriol on his State visit, seen with Mr. Ernest Bevin at the Foreign Office. The two Ministers had a conversation lasting over an hour, and they are said to have discussed the reaction of the German political leaders to the Saar agreements, with particular reference to the threat that Germany might now turn its back on the Council of Europe. M. Schuman is also understood to have brought up the question of Indo-China, where the position of France could become critical if the Communist insurgents were to be given material assistance from China



THE INTERNATIONAL COURT AT THE HAGUE CONSIDERS PEACE-TREATY VIOLATIONS: Dr. M. Zoricic (Yugoslavia), the Hon. Green H. Hackworth (United States), Dr. J. G. Guerrero (El Salvador; President), Professor Jules Basdevant (France), Dr. A. Alvarez (Chile), Dr. Bogdan Winiarski (Poland) and Dr. C. de Visscher (Belgium) hearing the opening of the case at The Hague in which the Western Powers, operating through the United Nations, have brought Bulgaria, Hungary and Rumania before the court charging them with having failed to implement the human rights clauses of their peace treaties. Bulgaria and Hungary have replied with vigour to the challenge, declaring that the United Nations Organisation is not competent to raise the matter

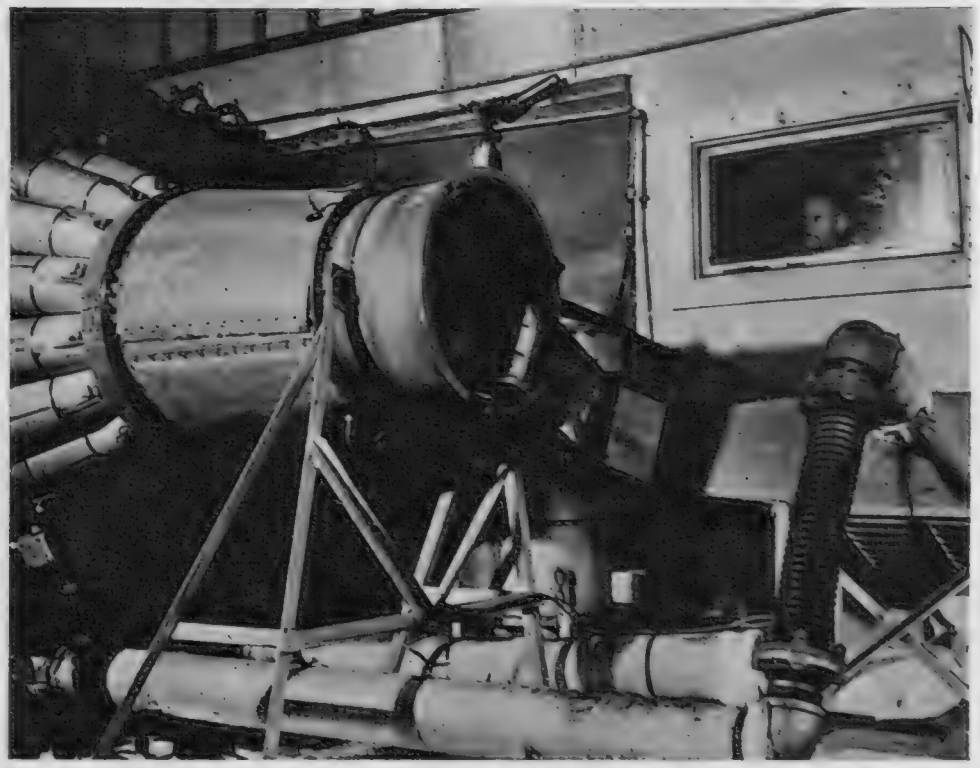
THE TEST HANGAR ON THE SUMMIT OF MOUNT WASHINGTON, THE HIGHEST PEAK IN THE NEW ENGLAND STATES: The hangar, which is seen just to the left of the tower, is equipped to take jet engines which are kept in operation under various weather conditions, the serviceability trials being later reported on at length with a view to modifications. The station is manned by a crew of thirteen, five of them Navy men and eight of them from the Aeronautical Ice Research Laboratories. Their living quarters are to the right of the tower. The building immediately in front of the tower is Mount Washington Weather Observatory

TESTING JETS ON A MOUNTAIN TOP

Aeroplane Engines are Taken to Mount Washington for Cold-Weather Trials

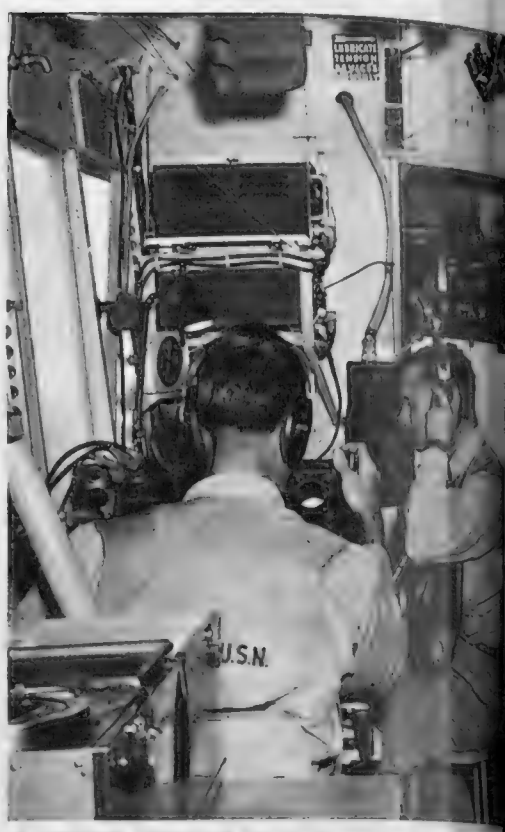
Jet development is still in its infancy, despite the fantastic speeds already attained, and the Meteor which flew in 1944 with two Derwents, each with a thrust of 2,000 lb., is now a thing of the past. Both in Britain and America jet research goes on unceasingly, and at the time of writing Britain's Comet airliner, which has won such golden opinions in preliminary trials, is about to start out on a series of tropical tests. In America there is an important cold-weather jet-research station where engines in the experimental stage and engine parts can undergo tests in the most stringent conditions. This is on the summit of Mount Washington, in the Presidential range in New England, and an ideal place it is for research, as this 6,250-ft. peak knows rain, snow and high winds almost unceasingly through the winter months. In April 1934 there was actually a wind velocity of 231 m.p.h. on the summit of Mount Washington, and the lowest recorded temperature there is 46·5 degrees below zero. In the jet station, manned by a crew of thirteen, there are camera installations which record the operation of jet engines in all conditions encountered, and the technicians keep a constant watch on the equipment. The tour of duty at the Mount Washington Station is twenty days.

NATURE LEAVES HER IMPRINT ON THE SUMMIT OF MOUNT WASHINGTON: The latticework of the observatory tower encased in ice. When the temperature fluctuates between 20 and 30 below zero on Mount Washington, the jet technicians seize the opportunity for tests



A JET ENGINE UNDER COLD-WEATHER TEST ON THE SUMMIT OF MOUNT WASHINGTON: The tests are conducted in a steel-frame hangar. There is a test block where complete jet engines can be tested and there is one jet engine to which individual components can be fitted for test. Two large intakes in the hangar enable icy air to be introduced to the jets

UPON SIGHTING THESE DREADED IMAGES THROUGH HIS PERISCOPE THE MODERN SUBMARINE SKIPPER WOULD HAVE NO SECOND THOUGHTS AS TO HIS NEXT COURSE OF ACTION : An American naval blimp, a naval plane, and a destroyer constituting one of the new Hunter-Killer teams developed by the United States Forces to cope with the new menace of the submarine now equipped with the "Snort," or Schnorkel under-water breathing device. In recognition of the seriousness of the menace the Hunter-Killer teams are being expanded and developed. The general search weapons are shipboard sonar and airborne radar. The expendable sono buoys, which record the movements of a submarine's propellers and are dropped by planes, and magnetic airborne detection gear, which is most effective on blimps, enable aircraft to pin-point and track the target, even though submerged. The kill is accomplished by planes and ships with bombs and depth-charges



AN AIRBORNE DETECTION TEAM : Operating their highly-developed listening devices from the cabin of this American naval blimp, they can pin-point the position of an enemy submarine and subsequently keep track of its progress under water. While doing so planes and destroyers prepare to go in and achieve the kill with high explosives

The Schnorkel or "Snort" under-water breathing device, which has made it possible for submarines to remain under water for long periods at a time without having to surface for battery re-charging, has invested the submarine with a new menace, and for a time gave it a new degree of invulnerability. It was even envisaged that in a third world war a submarine might be able to cross an ocean undetected, bringing with it the means of

THE NEWLY-MODIFIED SKYRAIDER IS NOW INCLUDED IN MANY HUNTER-KILLER TEAMS : The AD 3, which has eighteen different tactical attack versions. The AD 3 Q is a radar counter-measure aircraft, and would be highly effective in co-operating with blimps in the pin-pointing of enemy submarines. The new "Tiny Tim" rocket projectiles are often carried under the wings of Skyraiders

A DESTROYER MOVES IN FOR THE KILL AGAINST AN ENEMY SUBMARINE : The position of the submarine has been pin-pointed by the blimp's detection team, and here the destroyer is seen starting to make a pattern of depth-charges over the enemy submarine's pre-calculated position under the ocean

THE U.S.S. "EPPERSON" : This destroyer has been modified for maximum effectiveness against the submarine. The surface ship, with its ability to carry a large supply of explosive weapons for use against the submarine and its ability to remain on station for prolonged periods, is an admirable adjunct for the naval attack aircraft and for the blimp in the well-co-ordinated Hunter-Killer team

HUNTING THE SUBMARINE

America's Hunter-Killer Teams Use Blimps, Skyraiders, and Destroyers

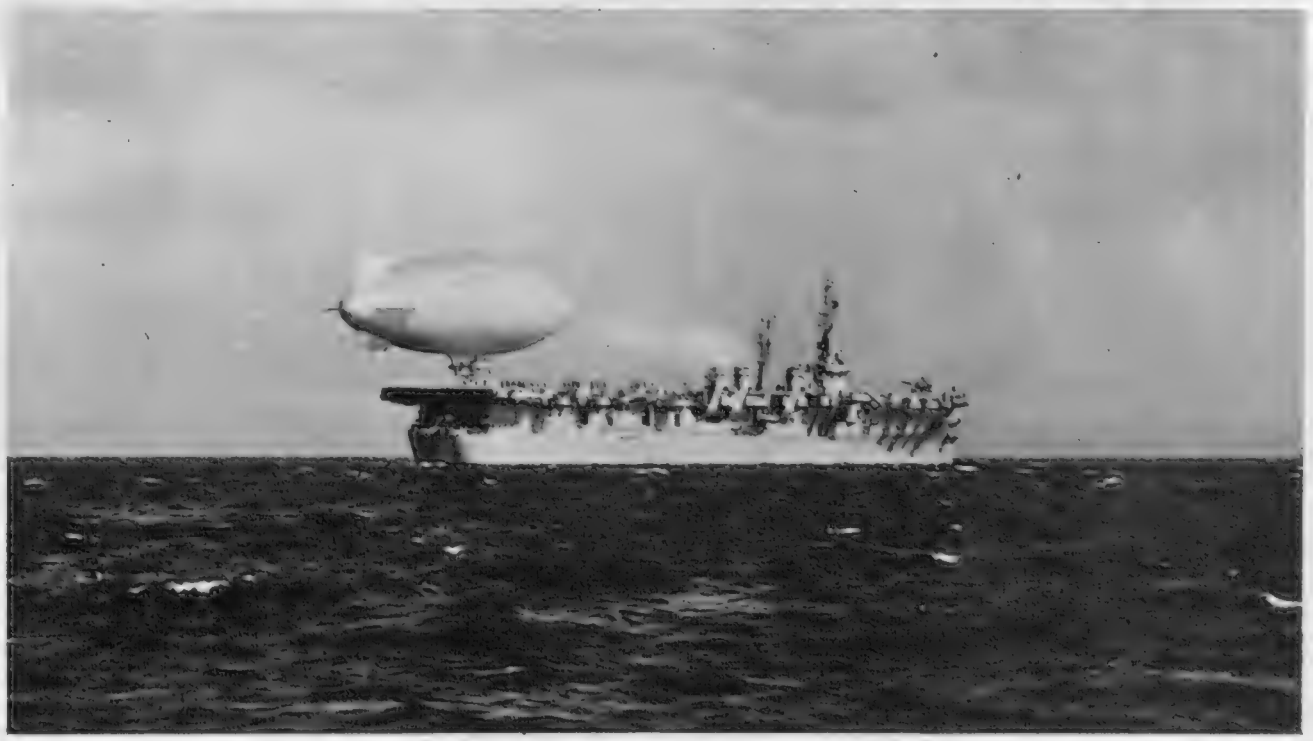
mic destruction. To counteract this menace the American Navy has eloped its Hunter-Killer teams, its g-range anti-submarine patrols, the k of which is depicted on these pages. The Hunter-Killer teams are made up destroyers, heavier-than-air craft, and ter-than-air craft (blimps). To find the mingly out-of-date blimp (seemingly t-of-date both in name and appearance) such company is strange indeed, but the ericans have decided that it is an ective weapon of waging war, and they apparently confident of being able to end it in the face of enemy attacks.

It was after Pearl Harbour that the ter-than-air branch of American naval ation began to expand in a big way, d in 1942 a strength of 200 non-rigid ships was authorised. Numerous air- squadrons and five or more Fleet ship wings were activated. Bases were blished on both American coasts, on nds in the Caribbean and the Atlantic, later in Africa and Europe. After many surrendered, Atlantic airship tivity tapered off considerably, and it med that the Z.N.P.'s which had erated so effectively with the Inshore trol, hovering over convoys, hunting bmarines and looking for mines, had me to the end of their usefulness.

Now the lighter-than-air classes are back action again as never before, as it has en established that the delicate detecting struments needed for the spotting of bmarines work far more effectively in mps than in heavier-than-air craft.

At the moment the American Navy is ly in the first stages of building up Hunter-Killer teams. To increase the iency of the teams they have already ered a new mark, the N-type anti- bmarine patrol which has a top speed of knots. This N-type should be capable of g-range patrol over ocean areas, and uld also be able to hover over a given t while employing its devices to detect d track undersea opponents. Other cial equipment aboard the N-ship will rmit it to refuel in flight, and to reballast " scooping " water from the ocean. Its sea rescue equipment also will include electrically-operated winch to haul sur- ors aboard. A new design feature of the up permits the location of its two seven- inder Wright engines within the control . The gas bag, with a capacity of 5,000 cub. ft., will be inflated with non- ammable helium gas. Its capacity mpares with 725,000 cub. ft. for the type airship, which holds the world's tained flight record of 170 hours.

A UNITED STATES NAVAL BLIMP HOVERING OVER A UNITED STATES SUBMARINE BEFORE THE TWO TOOK PART IN A BATTLE OF HIDE-AND-SEEK DURING RECENT MANŒUVRES: This is probably a blimp of the "K" type which proved most effective in anti-submarine work towards the end of the Second World War. Now the Americans are introducing the much more powerful "N" type which will be capable of long-range patrol over ocean areas at an average cruising speed of 75 knots



A BLIMP RETURNS TO ITS PARENT CARRIER: In an anti-submarine task force of the future several blimps would probably be based on a carrier and would come down from time to time for essential supplies and in order to change crew. Blimps would refuel from surface ships by dropping a line to them, and would reballast by "scooping" water from the ocean. Non-inflammable helium gas, a product of the United States, is used in all American blimps in the Hunter-Killer teams

BRITISH TROOPS OCCUPY THE FORMER HERMANN GOERING STEELWORKS AT SALZGITTER, NEAR HANOVER: A machine-gunner is seen covering combing-out operations by troops who were sent in to see that the German dismantling squads were able to carry on their work without interference. There was some violence, and at one time a crowd of 4,000 workers gathered. A British reconnaissance car was stoned by the crowd

A Foreign News Survey

NEWS FROM EUROPE, AMERICA AND THE FAR EAST

A BRITISH ARMOURED CAR DRIVES THROUGH THE FORMER HERMANN GOERING WORKS: A company of British infantry from Dusseldorf, reinforced by armoured cars of the 7th Armoured Division, surrounded the plant and protected the dismantling squads after serious trouble at the works. General Sir Brian Robertson, British High Commissioner for Germany, stated that as a result of the anti-dismantling riots at the works he had suspended consideration of all applications for reprieves in regard to dismantling. "I am not going to consider demands of any sort while this kind of nonsense goes on," he declared

SPAIN PAYS A LAST TRIBUTE TO HER ASSASSINATED AMBASSADOR TO MEXICO: *Left*—General Franco at the High Mass held in the Foreign Office, Madrid, in the presence of the entire Cabinet and leaders of the armed forces. *Right*—The thronged square in front of the Foreign Office as the crowd gave the Falangist salute. Don Jose Callostra y Coello de Portugal, Spanish Ambassador in Mexico City, was assassinated by a Spanish refugee and his body was immediately brought back to Spain

ATHENS GOES TO THE POLLS: Voters lining up outside a polling booth in the Greek capital. With few major issues, and a host of candidates and parties, the Greeks went through one of the most uneventful elections on record. The man in the foreground is holding up his "Deltion"—the booklet which every voter must have when going to the poll

GREEK LEADERS CAST THEIR VOTES: *Left*—Mr. George Papandreou, the Social Democrat leader, placing his ballot paper in the box at an Athens polling station. *Right*—Mr. Constantine Tsaldaris, leader of the Populists and Foreign Minister in the last Government, recording his vote. The results, as they began to come in, revealed a neck-and-neck race among three parties—the Populists, under Mr. Tsaldaris; the Liberals, under Mr. Venizelos, and the Left-Wing group led by General Plastiras and Mr. Tsouderos, and known as the National Group of Union of the Centre (E.P.E.K.). The Democratic Socialist Party tended to lag behind the three leaders. As in England, it was expected that the more conservative vote of the countryside would come in during the second half of the count to balance the urban Left. As Greece votes by the proportional representation system, the final results were delayed, but the trend towards Left of Centre was clear enough at the three-quarter stage in the count

TH KOREA IS IN THE GRIP OF A REIGN OF TERROR: *Left*—Koreans drilling in the fields with bamboo poles, and (*right*) building fortifications around the police station in the village of Kwoi Dong. They carry the earth to the defences in a "chigeh," a standard Korean back pack. Fortifications are being built throughout the southern republic in view of the activities of guerillas who have of recent months delivered numerous attacks on undefended villages. Armed men caught by the Government forces are taken to their home villages and shot. The village guards drill with poles because it is feared that the guerillas might seize their weapons

AOS IN THE PARIS TRANSPORT SERVICES: These French Army trucks, using the Esplanade des Invalides as a terminal, operated a stop-gap service following the strike for higher wages and bigger bonuses by bus and rail workers. Every type of wheeled vehicle was pressed into service in the strike-crippled city, and the pavements were crowded with the less fortunate who had to walk to and from work. The Confederation Generale du Travail did not in all cases succeed in bringing out members of the Force Ouvrière and of the Christian Union, but the C.G.T. was successful in putting most of the power stations out of action. The C.G.T. ordered a strike of tramway workers throughout France, and a complete stoppage was reported in the north

JOHN L. LEWIS WINS YET ANOTHER VICTORY FOR THE SOFT-COAL WORKERS OF AMERICA: The United Mineworkers' chief is seen (centre) flanked by union representatives and representatives of the coal operators as he put his signature to the new contract which brought the coal strike in the United States to an end, and terminated nine months of deadlock. The contract gives the miners a 70 cents a day pay rise and 10 cents a ton increase in royalty payments to the United Mineworkers' Welfare Fund. If the settlement had been further delayed, vast areas would have been without coal

IGNS OF A MILITARIST REVIVAL IN WESTERN GERMANY: Franz Richter, former leader of the National Democratic Party of Hesse, emphasizing a point while addressing a meeting of the newly-formed Deutsch Reich Party at Salzgitter. The new Party, which appeals to Nationalists and Militarists by incorporation of the word "Reich" in its name, has been formed by a merger of the National Democratic Party of Hesse, in the American Zone, and the German Reich Party, in the British Zone. The Deutsch Reich Party use the old Imperial flag

A CASE OF "YES" OR "NO" IN BELGIUM, TORN OVER THE QUESTION OF KING LEOPOLD'S RETURN: Two giant posters in the streets of Brussels, one proclaiming "Oui" in large letters and the other "Non." Belgium was in a state of ferment throughout the week before Sunday's referendum, with the Roman Catholic members of the electorate for the most part favouring the King and the Socialists uniting against him. At a great rally at Antwerp on March 9, organised by the Socialist Party, three former Prime Ministers, M. van Acker, M. Huysmans and M. Spaak, all expressed their opposition to King Leopold's return. From the pulpits of Roman Catholic churches, congregations were being urged to support the King

KIDNAPPING of a NAZI GENERAL

On April 26, 1944, Major-General Karl Kreipe, Commander of the German garrison of over 10,000 men on the island of Crete, was abducted by Major Paddy Leigh-Fermor and Captain W. Stanley Moss with a small party of Cretan guerillas. On the night of May 14, the three central figures of the adventure boarded an M.L. which took them to Mersa Matruh.

Those are the bare facts of the most dramatic capture of the last war; the story told by one of its heroes, W. Stanley Moss, in *Ill Met by Moonlight* (George Harrap. 10s. 6d.).

Moss kept a diary throughout the adventure, which was written up almost daily during the long period of hiding in the mountains, between abduction and escape. *Ill Met by Moonlight* reprints this diary with the author's comment: "I have not attempted to bring it up to date or to rewrite any part of it, for to do so would be to lose the spirit of lightheartedness and twenty-two-year-old exuberance (almost bumptiousness) with which it was written."

The two heroes might have come from a romantic novel—young, good-looking and lighthearted.

Moss and Leigh-Fermor had attempted to reach Crete two months before but only Leigh-Fermor had succeeded in parachuting down, the pilot failing to find the ground signals on his next circuit. After twelve more attempts, Moss and a small party of Cretan partisans arrived by the boat which was later to take them and the General back to Egypt.

In spite of the rough living conditions in their mountain hide-outs, Paddy Leigh-Fermor kept up appearances. "He wore a smart moustache, kept his hair neatly under control, and his fancy dress included a finely-embroidered Cretan bolero, a long, wine-coloured cummerbund (into which were thrust an ivory-handled revolver and a silver dagger), and a pair of corduroy riding-breeches, and tall black boots. "'I like them to think of me as a sort o' duke,' he explained, striking a Byronic pose." That the books selected by this pair of gallants to take on their expedition were by Cellini, Donne, Sir Thomas Browne, Tolstoi and Marco Polo and that "in lighter vein" were *Les Fleurs du Mal, Les Yeux d'Elsa,* and *Alice in Wonderland* completes the picture.

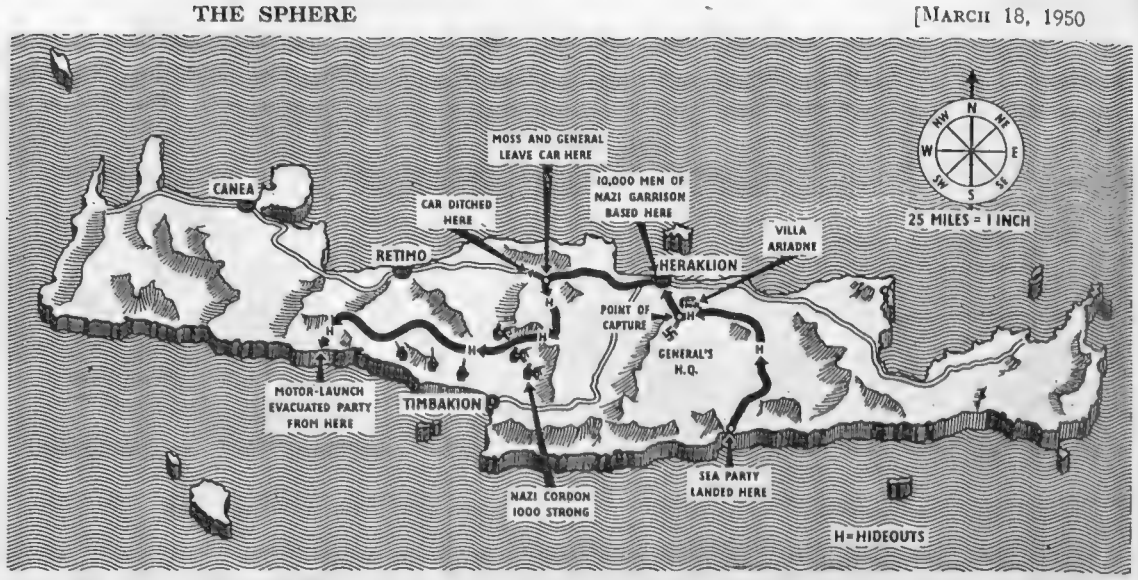
From April 4, when Moss joined Leigh-Fermor, the three weeks before the abduction were spent in preparations, conferences with a bandit chief and various other colourful characters, and in careful reconnaissance of the General's movements. The original date for the operation was April 24, but the General, who usually drove from his headquarters after sunset back to the Villa Ariadne at Knossos, where he lived, returned early on that evening, giving the abduction party no time to take up their positions. This change of routine decided the leaders to change their own plan in case the Germans had some inkling of the plot. The gang of *andartes*, or guerillas, who were to hold up traffic, if necessary, during the ambush, had to be dispersed, as they had been observed by villagers and might have aroused suspicion.

The following night report came that the General had not left his villa all day, and again the possibility that the Germans knew something became a factor. But on the 26th, the plan went through. The abduction gang consisted of Moss and Leigh-Fermor, dressed as German police corporals, and seven Cretan guerillas.

A torch signalled the approach of the General's car to the T-junction of the road, where the operation was to take place. Leigh-Fermor switched on a red lamp and Moss held up a traffic signal. The car stopped. In a few moments the General was bundled into the back with three Cretans keeping him quiet, and Moss was in the driving-seat with Leigh-Fermor beside him wearing the General's hat. The chauffeur was left to the mercies of the remaining four guerillas who were to join with the main party at a rendezvous on Mount Ida. The first stage was completed. The next was almost as hazardous, for the car had to pass through the centre of Heraklion and twenty-two control posts, guarded by German sentries. This was managed by the prestige of the General's hat and by Leigh-Fermor's single speech, "General's Wagen."

But the adventure was by no means over. A radio operator on the island conveyed the news but, when the B.B.C. broadcast the story, the arranged message that General Kreipe was "already on his way to Cairo" was given out as "was being taken off the island." Because of this the Germans launched a full-scale man-hunt, and threats that all rebel villages in the Heraklion district would be razed to the ground and the severest reprisals brought to bear on the civilian population if the General were not returned within three days. Mercifully, the reprisals were not carried out. The three weeks between the abduction and the final break-through the German cordon to escape were hardly less exciting than the ambush.

The vivid writing, and the no less vivid personalities which crowd the pages, of *Ill Met by Moonlight* make it, like *The Wooden Horse,* one of the best books as well as one of the greatest adventure stories that the war has produced.



WHERE THE KIDNAPPING TOOK PLACE: A map of the island of Crete, showing the main points in the capture and abduction in 1944 of Major-General Kreipe, Commander of the German forces on the island. This illustration and the photographs on this page are from "Ill Met by Moonlight," published by George G. Harrap, and written by W. Stanley Moss, who, with Patrick Leigh-Fermor, planned and carried out the abduction

CAPTAIN MOSS AND MAJOR LEIGH-FERMOR: The heroes of the abduction wore the uniforms of German police corporals, in which to hold up the General's car on its way from headquarters to the Villa Ariadne, where he lived. Leigh-Fermor described Moss as "an Englishman dressed up as a German leaning against the bar at the Berkeley," Moss retorting that "Paddy, much to his sorrow, was obliged to part with his moustache; but without it he looked so much the dashing Teuton that beside him one felt uncomfortably close to the genuine article"

THE GENERAL BETWEEN HIS CAPTORS: Kreipe's first concern on capture was his hat, which Paddy Leigh-Fermor wore while they were driving through the German sentry posts. Second was his Iron Cross, lost in the mêlée. Apart from these his main worry was not to be left alone with the Cretans, who he was convinced would kill him

ANDARTES: A band of *andartes*—or guerillas—was engaged to create a diversion while the ambush took place. The gang had to be dismissed before the kidnapping took place, as it had been observed and might have aroused suspicion

THE ABDUCTION GANG: In the back row are Manoli, Major Leigh-Fermor, Captain Moss, George and Nikko, and, in front, Grigori, Stratis and Andoni. Manoli, George and Stratis sat on General Kreipe in the back of his own car, after the ambush, with Moss driving and Leigh-Fermor beside him wearing the General's hat. Meanwhile, Nikko, Grigori, Andoni and "Wallace Beery" (not in this picture) had been detailed to escort the General's chauffeur to the rendezvous, but, when they arrived, Andoni had to explain that he had died from the blow he received on the head. No further questions were asked

LOOKING ALONG THE STERN OF THE "VELUTINA," THE £1,000,000 TANKER NOW UNDER CONSTRUCTION ON THE TYNE: Preparations for the launching ceremony on April 4 are now well in hand

THE PROGRESS OF THE 28,000-TON TANKER "VELUTINA," WHICH IS TO BE LAUNCHED NEXT MONTH BY PRINCESS MARGARET: The tanker, the biggest vessel of its kind ever built in this country, is under construction at Wallsend-on-Tyne by Swan, Hunter and Wigham Richardson Ltd., and in the same part of the yard in which the first *Mauretania* was built. The ship is 600 ft. long and is equipped with thirty-three main oil tanks each designed to carry 1,600 tons of oil. The *Velutina* will cost £1,000,000 and she will go into the service of the Anglo-Saxon Petroleum Company

BUILDING A £1,000,000 TANKER

AND A NEW OCEAN TERMINAL

THE NEW GATEWAY TO BRITAIN—SOUTHAMPTON'S OCEAN TERMINAL NEARS COMPLETION: *Left*—The upper floor of the terminal building which will accommodate the Customs and waiting-halls. *Right*—The exterior of the building alongside which the great "Queen" liners will berth. Part of the liner *Queen Elizabeth* can be seen in the background. From the penthouse roof of the building visitors will be able to watch the arrival and departure of the great liners, while the luxury halls and lounges will serve as a meeting-place for friends. The building is in some respects reminiscent of the terminal built at Cherbourg between the wars

THE STATE VISIT OF THE PRESIDENT OF THE FRENCH REPUBLIC

A Pictorial Record of M. Vincent Auriol's Three-Day Stay in London

THE S.S. "ARROMANCHES" STEAMS INTO DOVER HARBOUR TO THE TUMULTUOUS CHEERS OF THE POPULACE GATHERED ON THE MOLE: From halfway across the Channel an escort of Royal Naval destroyers and Vampire aircraft was provided in honour of the French President, and at Dover he was welcomed on behalf of His Majesty the King by his Royal Highness the Duke of Gloucester

M. VINCENT AURIOL, FOLLOWED BY THE DUKE OF GLOUCESTER, COMES ASHORE AT DOVER: Last time M. Auriol arrived in Britain it was during the war as a refugee from German-dominated France

M. VINCENT AURIOL INSPECTS A GUARD OF HONOUR AT DOVER: The President, accompanied by the Duke of Gloucester, passing down the ranks of men from H.M.S. *Pembroke*. The President told the people of Dover: "Throughout so many years of trial your white cliffs were to us a symbol of the hope that never ceased to burn in every Frenchman"

The President of the French Republic: The French head of State, whom England delighted to welcome last week on his three-day visit to these shores, has not up to now been a well-known figure to the people of this country, but his record, both during the years of war and in these years of reconstruction, has endeared him widely to the French people.

M. Vincent Auriol was born sixty-five years ago in the Haute-Garonne, in south-western France. He studied law at the University of Toulouse, and as a young man joined the Socialist Party. In 1909 M. Auriol became editor of the *Midi Socialiste*, and in 1914 entered the French Chamber as a Socialist deputy. The party's principal specialist on finance, he became Minister of Finance in the first Front Populaire Government of Léon Blum in 1936, was Minister of Justice in the Chautemps Cabinet of 1937, and in the second short-lived Blum Cabinet of 1938 was entrusted with the co-ordination of the services of the Presidence du Conseil. After his defiance of Pétain, M. Auriol played an active part in the Resistance movement, and in October 1943 came to London (having left France in an R.A.F. plane sent specially for the purpose) in order to join General de Gaulle.

From November 1945 to January 1946 M. Auriol was Minister of State in the De Gaulle Government, and he was a delegate at the first assembly of U.N.O. and of the Security Council in London.

On General de Gaulle's refusal to be confirmed in the office of President, M. Auriol was elected first President of the Fourth Republic at a meeting of the Congress at Versailles, and he has now presided at the Élysée for over three years. They have been three troublous years for a France with a Government of the Centre, torn between the rival claims of Right and Left. In his great office M. Auriol has won respect and admiration, just as he did in conquered France when he refused to throw in his lot with the Pétainists.

Madame Auriol, who hails from Montlucon, in the Allier, met her husband during his early days in Toulouse. Her father was a glassworker at Carmaux, where he founded the first trade union in the Haute-Garonne. In 1940, when M. Vincent Auriol was interned in Vals-les-Bains and in Aubenas, Madame Auriol followed him to both these towns, and she went with him to Muret when he was placed under house arrest. In 1942, when the Germans crossed into the unoccupied zone of France, Madame Auriol went into hiding with her husband.

THE KING AND QUEEN WITH THEIR GUESTS AT BUCKINGHAM PALACE : Their Majesties with M. Vincent Auriol and Madame Auriol after the drive from Victoria Station. Not long after his arrival at the Palace the President set out for Westminster Abbey to place a wreath on the tomb of the Unknown Warrior

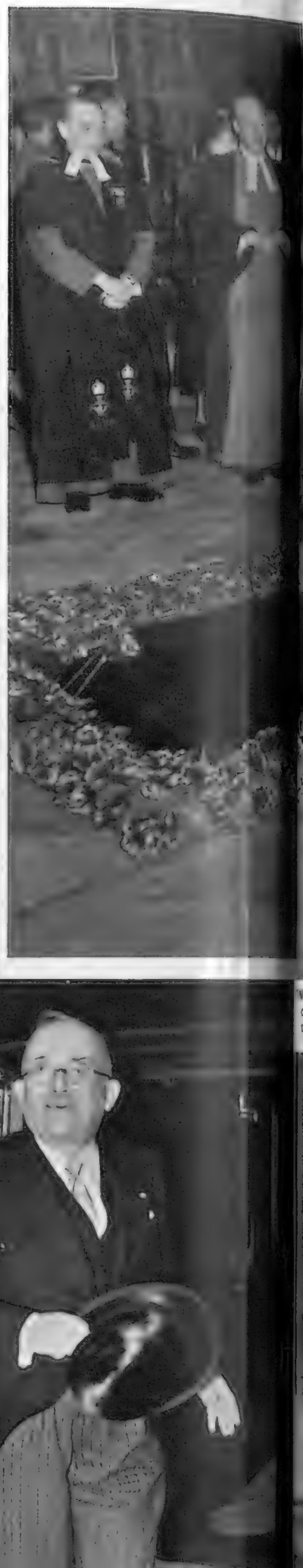
The KING and QUEEN and THEIR GUESTS

At the Palace and Driving through London on Their Arrival

MADAME AURIOL DRIVES WITH THE QUEEN FROM VICTORIA STATION : They followed the King and President Auriol, who rode in the first carriage along the processional route from Victoria Station to Buckingham Palace. They journeyed down Victoria Street, up Whitehall and then along the gaily-decorated Mall

PRESIDENT AURIOL ACKNOWLEDGING THE SALUTATIONS OF THE CROWD WHICH LINED THE PROCESSIONAL ROUTE FROM VICTORIA TO BUCKINGHAM PALACE : Despite fog in the Channel, the President arrived at Victoria precisely at 3 p.m., and there was a great throng in the streets of London to acclaim him

THE KING AND HIS GUEST PASS THE CROWDS IN TRAFALGAR SQUARE: This overhead view taken from Admiralty Arch shows the Royal landau drawn by six Windsor greys in which the King and M. Auriol journeyed from Victoria Station to Buckingham Palace on the afternoon of the President's arrival in London. Following just behind is another landau in which the Queen and Princess Elizabeth rode with Madame Auriol. Four divisions of the Household Cavalry were represented in the procession, and grey-coated Guards were posted on duty all along the route



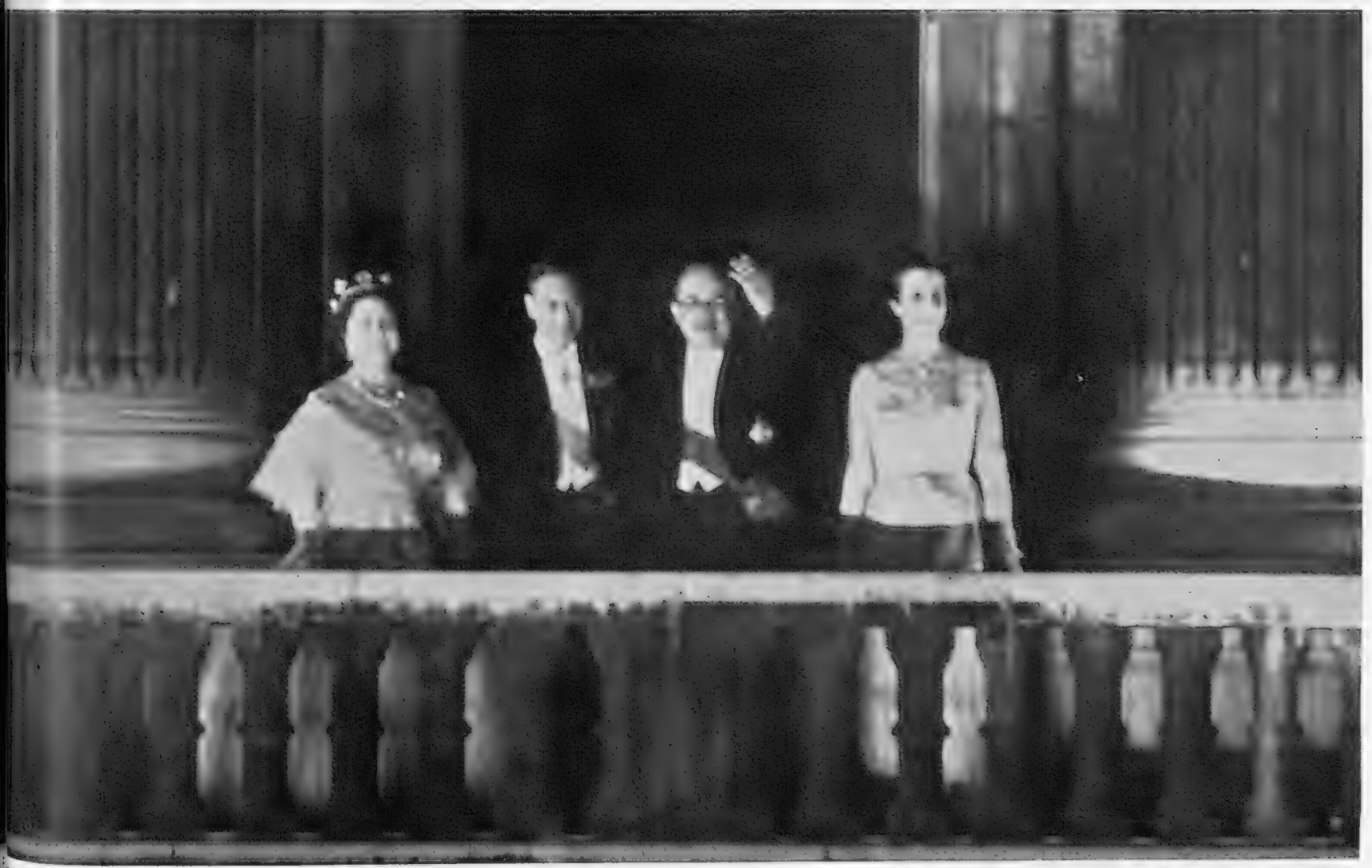
PRESIDENT AURIOL ARRIVING AT THE FRENCH EMBASSY IN LONDON: The President, after laying a wreath on the tomb of the Unknown Warrior, went to St. James's Palace to receive addresses, and then went to the Embassy at Kensington Palace Gardens for a reception

PRESIDENT AURIOL'S CROWDED FIRST DAY IN LONDON: From the Drive to Buckingham Palace to the Balcony Appearance Late at Night

ING A WREATH ON THE GRAVE OF THE UNKNOWN WARRIOR IN WESTMINSTER ABBEY : The wreath of lilies and carnations, with the Tricolor of France in the centre, about to be lowered on to the grave at the West Door of the Abbey. Madame Auriol is standing just behind the President

PRESIDENT AURIOL WITH M. MASSIGLI, THE FRENCH AMBASSADOR TO THE COURT OF ST. JAMES'S : M. Vincent Auriol was bidding good-bye to the Ambassador following the Embassy reception. M. Massigli is now in his sixth year as Ambassador. In common with M. Vincent Auriol, he escaped from France during the German occupation, and became a member of the French Committee of National Liberation in 1943-44

PRINCESS ELIZABETH DRIVES TO THE STATE BANQUET AT BUCKINGHAM PALACE : The Princess acknowledging the cheers as she drove through the Palace gates. On her left shoulder she wore a miniature encrusted in diamonds and bearing a portrait of her father



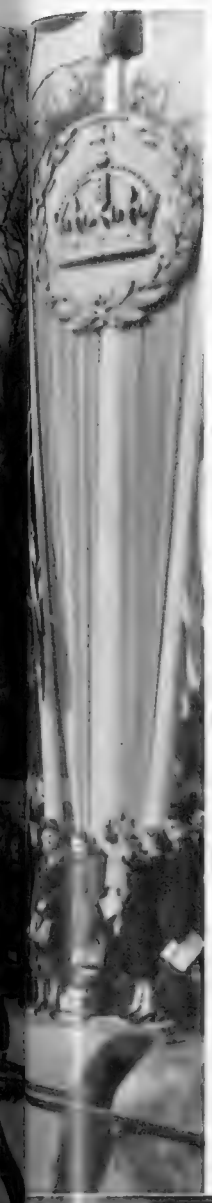
THE STATE BANQUET THE KING AND QUEEN, THE FRENCH PRESIDENT AND MADAME AURIOL CAME OUT ON THE BALCONY OF THE PALACE TO ACKNOWLEDGE THE CHEERS OF THE VAST CROWDS GATHERED ROUND THE VICTORIA MEMORIAL BELOW : It was 11 p.m. when a Palace attendant swung open the balcony windows. Most of the crowd had been gathered in front of the Palace for more than three hours, ever since they had witnessed the arrival of the guests for the banquet. The President at first acknowledged the crowds with one hand, then with two hands, and finally he threw up both hands in a farewell gesture before returning indoors. Among the 169 guests at the banquet were Mr. Attlee, members of the Cabinet and Mr. Winston Churchill. Princess Margaret could not attend owing to indisposition

THE PRESIDENT DRIVES DOW THE MALL ON A MORNIN OF BRILLIANT SUNSHINE. M. Vincent Auriol an Madame Auriol driving i an open landau and escorte by Household Cavalry they set out for the Guild hall. The space round t Victoria Memorial and alo the Mall was again crowded. on the previous day. Wh passing Marlborough Hou the President rose in his ca riage and bowed to Quee Mary, who was on the balcon

THE PRESIDENT GOES TO THE GUILDHALL

The City's Welcome for M. Vincent Auriol and Madame Auriol

On left—THE LORD MAYOR O LONDON AND THE FIRS LADY OF FRANCE: Si Frederick Rowland wit Madame Auriol at the Guild hall reception which pre ceded the luncheon. Th reception and luncheon brough together a notable assembl representative of public lif



THE PROCESSION PASSES CARLTON HOUSE TERRACE BEFORE PROCEEDING THROUGH ADMIRALTY ARCH TO TRAFALGAR SQUARE AND THE CITY: Preceded by outriders and followed by an escort of Household Cavalry, the President and Madame Auriol were cheered enthusiastically on their way

GUILDHALL THE PRESIDENT CONFERS ON THE LORD MAYOR OF LONDON THE ORDER OF THE LEGION OF HONOUR: After opening the case in which it was contained the President pinned on Sir Frederick Rowland's robe the emblem of Grand Officer of the Order. The President had previously received from the Lord Mayor a casket fashioned from English oak saved from the roof of Guildhall after it had been wrecked by enemy action. The President, in acknowledging the City's address, declared: "Bombs may have destroyed your homes and desecrated St. Paul's; they may have destroyed the treasures which were kept in this Guildhall; but they could not shake the stubborn will of London's citizens. You remained in the midst of the storm the home of civic liberty and of all those freedoms which have gone to make the oldest and strongest of English traditions"

PRESIDENT AURIOL ADDRESSES THE MEMBERS OF THE LONDON COUNTY COUNCIL: The President congratulated the L.C.C. and the Metropolitan boroughs on the great strides made in all fields of social, medical, cultural and material development. He conferred on Mr. Bowen, the chairman of the L.C.C., the Order of Commander of the Legion of Honour. On the President's left hand is seen Field Marshal Lord Wavell, Lord Lieutenant of London

ON THE PRESIDENT'S SECOND DAY

The Visit to County Hall, the Royal Academy Reception and the Embassy Banquet

THE PRESIDENTIAL CAR DRIVES ALONG THE THAMES EMBANKMENT: When this picture was taken M. Auriol was en route from Guildhall, where he had been the guest of the City of London, to County Hall, where he addressed members of the L.C.C.

PRESIDENT AURIOL SIGNS THE VISITORS' BOOK AT COUNTY HALL: During his visit the President inspected models and plans of the Festival of Britain. He also saw the South Bank site where Festival buildings are in course of erection

WITH BOTH HANDS THE PRESIDENT GREETS THE PRIME MINISTER AT THE ROYAL ACADEMY: The occasion was the reception given by the Franco-British Society. On the right is the Earl of Bessborough, chairman of the Franco-British Society

AH PONSONBY MEETS MADAME AURIOL : The great-niece of Lord Bessborough, chairman of the Franco-British Society, receives an affectionate greeting from the wife of the French President at the Royal Academy reception. While at Burlington House the President made a tour of the Exhibition of Landscape in French Art, which was held open for a further few days in view of the French State visit

THE PRESIDENT DRIVES TO THE FRENCH EMBASSY : M. Auriol arriving at Kensington Palace Gardens. At the Embassy he entertained the King and Queen, Princess Elizabeth and seventy other guests

THE KING AND QUEEN ARRIVING AT KENSINGTON PALACE GARDENS : The Queen, in an ermine cape, wore a diamond tiara and a diamond necklace and diamond ear-rings. Their Majesties remained at the Embassy until twenty minutes after midnight

NE OF THE FINEST BANQUET SERVED IN POST-WAR LONDON : The dining-room at the French Embassy in Kensington Palace Gardens, where the King and Queen were entertained by the French President and Madame Auriol. The Ambassador's personal chef, M. Goudin, presented a six-course menu, including salmon trout, roast mutton and new season's vegetables, pâté de foie gras and a soufflé. A Château Mouton Rothschild claret of 1923, a Chambertin of 1934, and a Château Yquem were among the wines served. After the banquet tables were cleared away and 300 after-dinner guests took part in the dancing, which continued until after midnight

PRESIDENT AURIOL ADDRESSING THE LORDS AND COMMONS IN THE ROYAL GALLERY OF THE HOUSES OF PARLIAMENT: With the Lord Chancellor on his right hand and Madame Auriol on his left hand, the President spoke to the peers and commoners from a flower-embanked dais. He had previously heard addresses of welcome from the Lord Chancellor and the Speaker, who is seen seated next to Madame Auriol. The Speaker referred to Madame Auriol's courage during the war years and to her active part in the Resistance movement. The Marseillaise and the National Anthem were played as the President and his wife left the Chamber, and there were ringing cheers when later in the morning they drove off to Greenwich Naval College. *On right*—Some of the assembled peers. In the front row are Lord Listowel, Lord Swinton, Lord Alexander, Lord Samuel and Lord Salisbury (leader of the Opposition in the House of Lords). Behind Lord Samuel is Lord Woolton, and behind Lord Listowel is Lord Cecil

WESTMINSTER and GREENWICH

The Lords and Commons Greet the President : The Royal Naval College Banquet

PASSING THE GUARD OF HONOUR OF THE ROYAL MARINES AT THE ROYAL NAVAL COLLEGE, GREENWICH: The King and Madame Auriol, the Queen and President Auriol, and Princess Elizabeth before entering the Painted Hall, where the Foreign Secretary and Mrs. Bevin were host and hostess at luncheon in the President's honour. After the visit to Greenwich the President and Madame Auriol called at Bermondsey Town Hall, and they visited a colony of prefabricated houses on a bombed site

THE KING AND QUEEN AND THEIR GUESTS STAND DURING THE PLAYING OF THE MARSEILLAISE : Princess Elizabeth, wearing the sash of the Legion of Honour, stood next to President Auriol, who wore the sash of the Order of the Bath. The King and Queen also wore the Legion of Honour. There was a tremendous outburst of cheering from the auditorium after the playing of the National Anthems, and there was another spontaneous demonstration at the conclusion of the ballet. The Royal box was decorated with the badge of the Order of the Garter and flanked by symbols of the French Republic

At the ROYAL OPERA HOUSE

The Gala Performance of the Ballet at Covent Garden

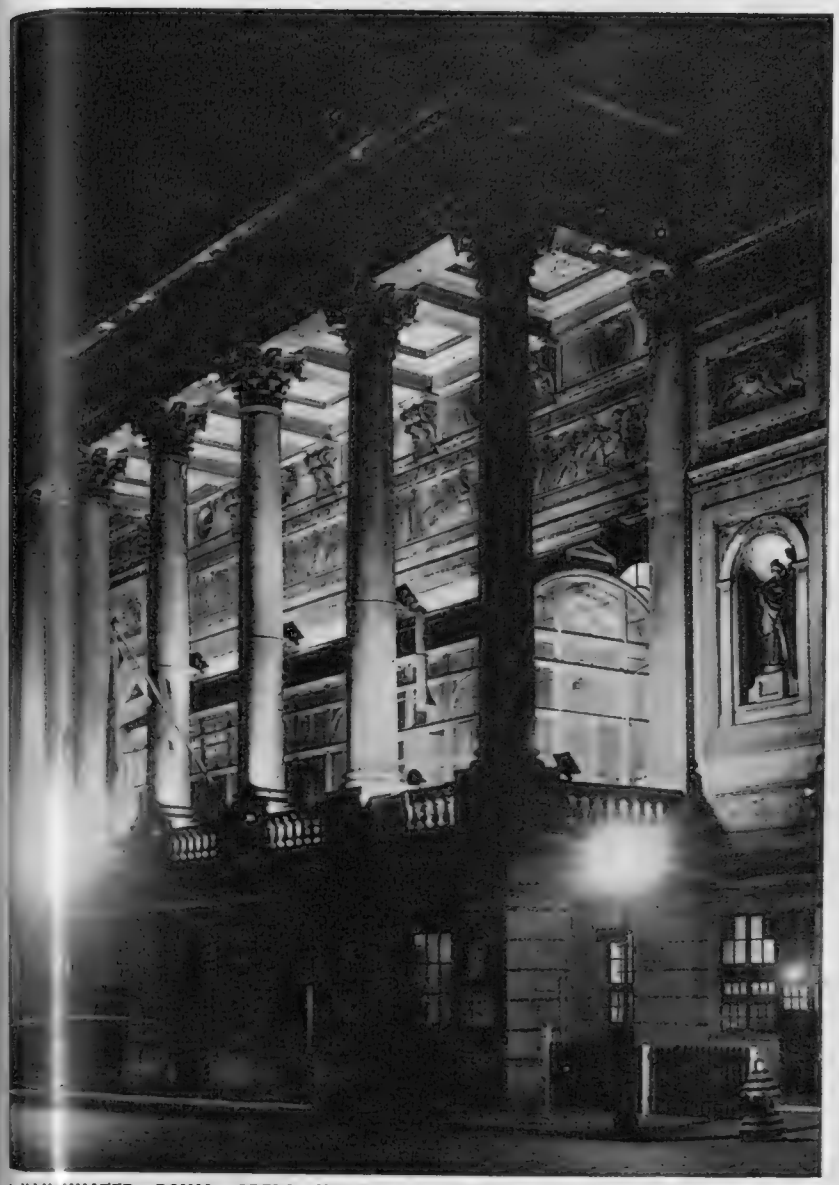
TRAFALGAR SQUARE TRANSFORMED INTO A FAIRYLAND OF LIGHT AND COLOUR : The blue, white and red cascades from the fountains, and the blue white and red floodlighting of the National Gallery in the background, paid tribute to the visit of the French President and Madame Auriol. Crowds which thronged the West End toured the floodlit buildings, then congregated round the Palace for the balcony appearance of the King and Queen, the French President and Madame Auriol

FLOODLIT LONDON

The City and the West End Illuminated in the French President's Honour

THE THAMES AGLOW : H.M.S. *President* and H.M.S. *Chrysanthemum*, with their hull outlines picked out in lights, and on the north bank of the river a series of illuminated buildings which stretched from St. Paul's to the Houses of Parliament

Below—**BIG BEN FRAMED IN SEARCHLIGHTS : Looking across the River Thames from County Hall to the Houses of Parliament and the buildings of New Scotland Yard, which were also illuminated**



ILLUMINATED ROYAL OPERA HOUSE AT COVENT GARDEN: Skilful spotlighting on the Opera House portico produced an effective contrast of light and shade

THE FLOODLIT FRENCH EMBASSY IN KENSINGTON PALACE GARDENS: At the Embassy M. Vincent Auriol and Madame Auriol received the King and Queen as their guests

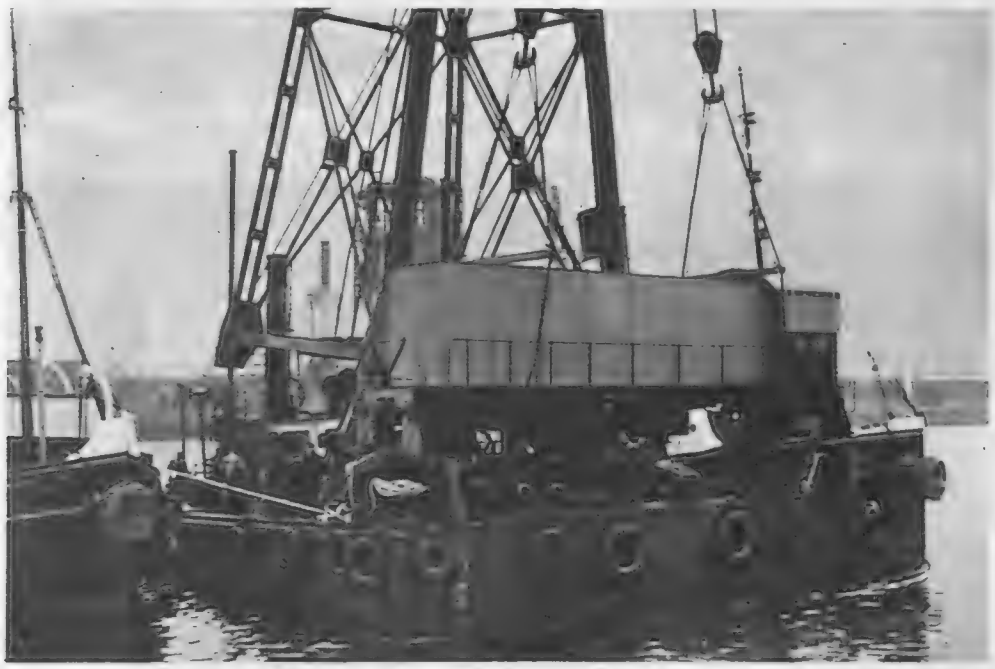
BEN AND THE CLOCK TOWER OF ST. JAMES'S PALACE IN THEIR NIGHT-TIME SPLENDOUR: Floodlights at the base of Big Ben and searchlights from neighbouring batteries made the tower a shaft of light piercing London's night sky. The mellowed brick and the newly-painted windows of St. James's Palace made another effective contrast under floodlighting. London had not witnessed so much light and colour since the Victory Parade illuminations of 1946

FROM LONDON AND THE PROVINCES

THE HOME NEWS IN PICTURES

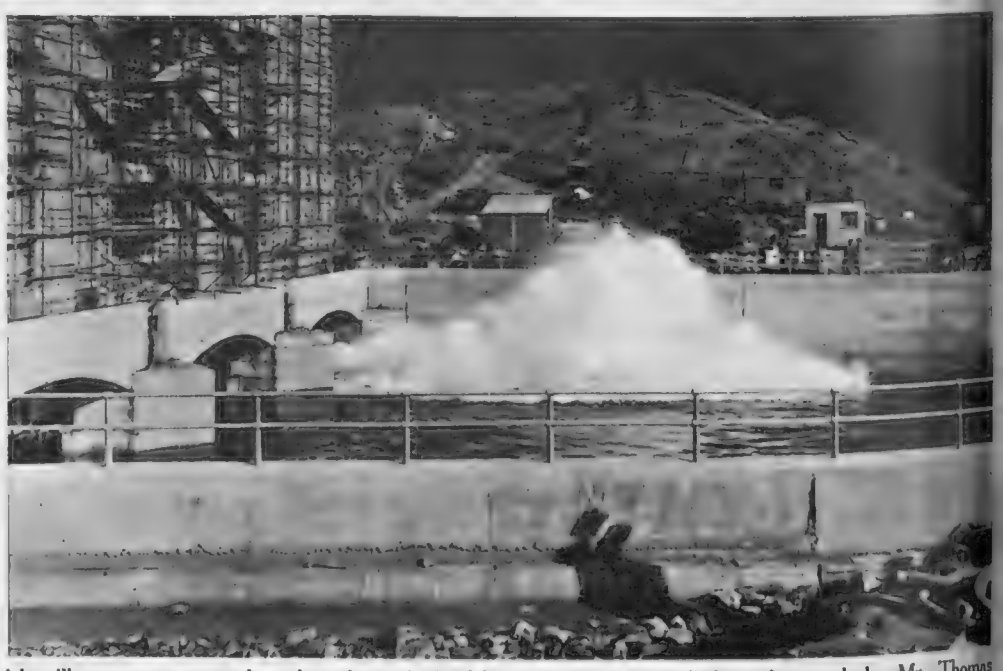
THE 1950 IDEAL HOME EXHIBITION AT OLYMPIA: *Left*—The main avenue in the Grand Hall. The dominating feature is an arch made of light alloys, 75 ft. high and 100 ft. wide at the base. In front of this are 60-ft.-long vermilion and white metal pennants on their 60-ft.-high masts. *Right*—The "Berg House," in the Village of Ideal Homes, is a frost-proof, cottage-bungalow with highly insulated walls and water-pipes insulated with glass wool. The exhibition closes on April 1

The *Daily Mail* Ideal Home Exhibition covers almost every domestic detail from homes and gardens to the smallest kitchen utensil and gadget. The Village of Ideal Homes contains a number of houses which can be built for £1,200 to about £2,000, including the "Berg House," which costs £2,166. Of especial interest is the New Zealand house, made of native timbers, which was brought over in sections, erected and furnished as a typical New Zealand home. It is a State house—that is, a house built by private enterprise to Government plans, which the Government owns and lets at about 30s. a week. The outer walls are of New Zealand black and red pine and with window-frames of a hard weathering wood called Totara, similar to teak. It is all-electric and has a dining alcove separated from the kitchen by a built-in ceiling-high fitment of dresser and cupboards. It also has a laundry room, which is an essential part of a New Zealand home. The gardens are always one of the most popular features of the Ideal Home Exhibition. This year there are seventeen. At night special lighting gives a moonlight effect.

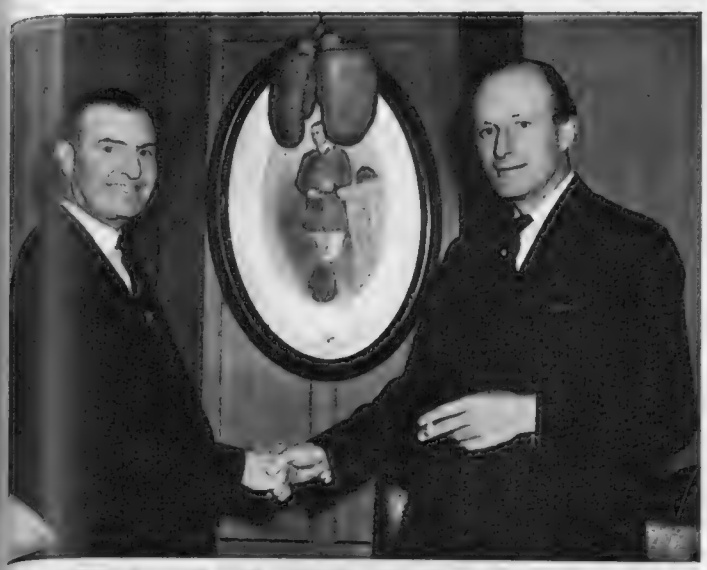


THE DISTRICT LINE GETS A NEW TRAIN: The first of the new coaches leaves Acton Town Depot for a test run. Sixteen of 143 coaches ordered have been delivered and are being used to train the crews which will operate them. They are the first new coaches on the District Line since before the war and incorporate automatic doors, larger windows and fluorescent lighting

AN AMERICAN LOCOMOTIVE FOR THE STEEL COMPANY OF SOUTH WALES: The first of five Diesel electric locomotives is brought ashore at Port Talbot on a floating crane. When the S.S. *Wells City* docked, she was carrying a cargo of machinery for the Abbey and Trostre Works of the Steel Company of South Wales. Among the equipment was the first of five Alco locomotives, the first of their kind, supplied for industrial purposes in Britain. Built at Schenectady, they will pull 800-ton ingot trains



POWER SWITCH-ON AT LOCH SLOY: The first of the four turbo-alternators which will generate power when the scheme is in full operation was switched on last week by Mr. Thomas Johnston, chairman of the North of Scotland Hydro-Electric Board. *Left*—Mr. Johnston signs the first log sheet in the new power station. Sir Edward MacColl, deputy chairman, who is on Mr. Johnston's right, also signed. *Right*—The water-spout which was seen at the tail-race in the generating station at Inveruglas, when the turbine was closed down. Some thirty minutes after the switch-on at Loch Sloy supplies were being passed to the Windy Hill Station for use by the grid over the Glasgow area. The rate of 25,000 kw. was about one-sixth of Glasgow's total peak load requirements. The Loch Sloy hydro-electric scheme, begun in 1946, will probably cost about £5,000,000. The dam has reached its full height of 165 ft. Loch Sloy, originally 20 ft. at its deepest point, is now 40 ft. in depth and the water will gradually be brought up to give a head approaching 120 ft. as all the feeder aqueducts come into use

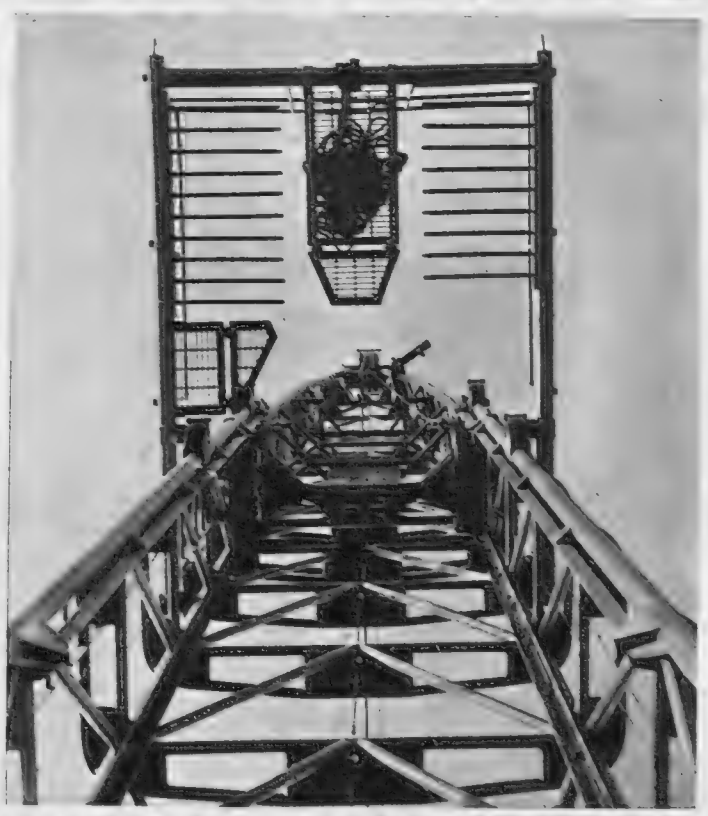


NEW SECRETARY FOR THE BRITISH BOXING BOARD OF CONTROL: Mr. E. J. Waltham (left) is congratulated by Mr. Fane, chairman of the Board. Teddy Waltham, the boxing referee, was recently appointed to the £1,200-a-year post of General Secretary of the British Boxing Board of Control. He took up his duties at the Board's offices in Dean Street, London. Mr. Waltham succeeds Mr. Charles F. Donmall, who was General Secretary of the Board from its formation in 1929 until January of this year. Teddy Waltham, who is forty-three, has been boxing since his teens, when he was a welterweight protégé of the old National Sporting Club. In his last fight he beat Haydn Williams, the former Welsh champion

DISMANTLING A BAILEY BRIDGE: Territorial engineers remove the Bailey Bridge which they erected over a year ago at Moneydie, Perthshire. Thirty territorials put up the bridge over the Schochie Burn as a temporary measure after the stone bridge was destroyed by flooding 18 months ago. A new permanent bridge has now been built over the Burn, which has been diverted from its original course

STARS OF THE DUKE OF YORK'S ROYAL MILITARY SCHOOL AT DOVER DINE WITH THEIR COMMANDANT: One day every week the 450 boys dine with the Commandant. Nine of them, selected from the senior boys of the school, sit at the Commandant's table. Colonel R. E. Barnwell, Royal Warwickshire Regiment, who has been Commandant at the School since August 1945, introduced the "weekly" dinner to put the boys at ease and to give them confidence. The Duke of York's is a boarding-school for the sons of soldiers, and is intended for boys who are to make the Army their career and whose parents or guardians desire them to do so. The school provides free education, board and uniform. Education is secondary school level and there are more candidates than there are vacancies at present. Boys are selected by a board of His Majesty's Commissioners

MAN BEATS HORSE: Willy Macfarlane (left), the veteran sprinter, and Bobby Grieg, who rode Westfield Girl in a 100 yards race against Macfarlane. Macfarlane finished in 10.9 seconds, fifteen yards ahead of the American-bred trotting pony. Bobby Grieg said that Westfield Girl broke a hobble. The race took place at the Stepps Sports Stadium, Glasgow



OIL-WELL SERVICING TRUCK-MOUNTED HOIST FOR INDONESIA: *Left*—The mast of the hoist is raised by jacks in a demonstration at Rochester, Kent. *Right*—Looking up the mast derrick, showing the platform for drills, halfway up. The Woodfield Hoist Company are building ten truck-mounted oil-well drilling and servicing hoists of varying types for the Shell Petroleum Company. The vehicle, which was photographed at Rochester, is going to Indonesia. Others have gone or are going to Venezuela, Trinidad, and Egypt, and hoists are also being built for the Anglo-Iranian Oil Company for the Middle East. The ten hoists for the Shell Petroleum Company will effect a saving of 250,000 dollars. The hoist is built on a Leyland Super-Hippo chassis, and the mast is made by Stewarts and Lloyd Ltd. The vehicle and auxiliary engines, which are used for hoisting and drilling, are 127-h.p. Leyland diesels

THIS WAS JOHN CHRISTOFOROU IN 1948 : The artist on his Chelsea pavement, where he attempted, not always with success, to sell his paintings. In those days Christoforou took any job that offered—liftman, waiter, or whatever else was going, to enable him to paint to please himself and not the public. Now, in 1950, as the picture on the right shows, John Christoforou is having his reward for single-minded devotion to his art

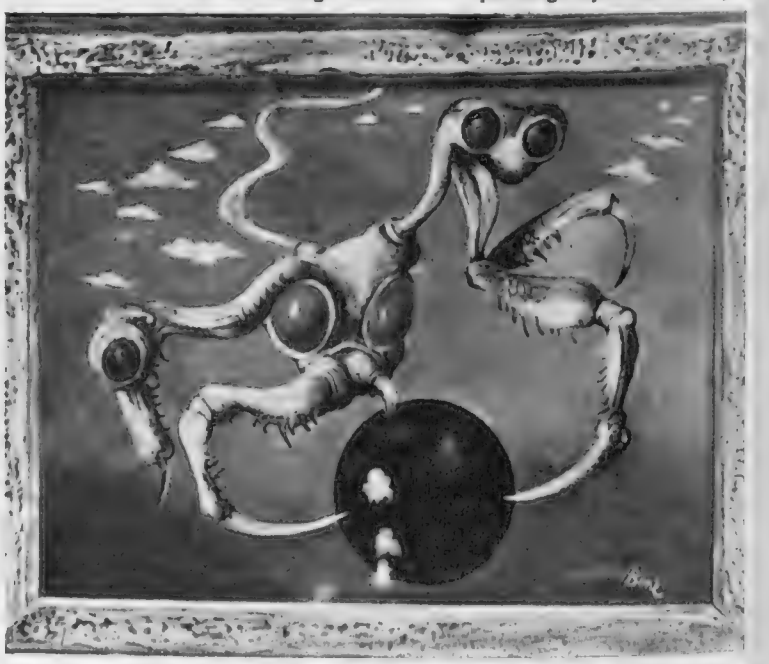
THIS IS CHRISTOFOROU IN 1950 : The artist with Mr. Compton Mackenzie, who opened his exhibition of oils and pastels at 20, Brook Street, Mayfair. Christoforou has sprung to fame in a short time, and many of his works in the present exhibition are already sold. He is seen here standing with Mr. Mackenzie before the portrait "Christ Saviour"

AN ARTIST WITH AN EYE FOR THE SENSATIONAL : "Head in Green and Brown," by F. E. McWilliam, a work in Horton stone in the London-Paris Exhibition of the Institute of Contemporary Arts. The exhibition, designed to show contemporary trends in painting and sculpture, represents the work of sixteen young French and British artists. The exhibition opened on the second day of the French President's visit and remains open at the New Burlington Galleries until April 4

ART: FROM CANVAS IMPRESSIONISM TO WROUGHT-IRON SYMBOLISM

A TORSO IN WROUGHT IRON : This work by Reg Butler is one of the curiosities of the London-Paris Exhibition at the New Burlington Galleries. In the background is a painting by Peter Lanyon

AUSTRALIAN ART AT THE BERKELEY GALLERIES : Mr. E. McCarthy, Acting Deputy High Commissioner for Australia, opened the exhibition at the Berkeley Galleries in Davies Street. He is seen going round the exhibition with Australian artist James Cant (right)



THE "SERMON IN PAINT" EXHIBITION IN PLYMOUTH : "Fear," by Walter Bone, is one of the pictures in the exhibition of work by four artists—the Rev. H. K. Kingdon, Vincent Bennett, Percy Dollery and Walter Bone—which was opened by the Bishop of Exeter on Saturday, March 4

EPSTEIN'S LAZARUS

HIS MONSTER FIGURE IN HOPTON WOOD STONE DOMINATES HIS LATEST EXHIBITION

"LAZARUS" DOMINATES ALL—THE GIANT FIGURE, WEIGHING 1½ TONS AND STANDING OVER 7 FT. HIGH, IS THE OUTSTANDING SCULPTURE IN JACOB EPSTEIN'S LATEST EXHIBITION AT THE LEICESTER GALLERIES: The figure is executed in Hopton Wood stone. With head thrown sideways and back, Lazarus stands erect, the human form emerging through a wrapping of funeral bands. The treatment of this swathing has been described by some critics as masterly. The attitude of the head is supposed to show that Lazarus is still partly weighed down by death's sleep. It is perhaps intended to suggest a slow, miraculous awakening. "The subject of the resurrection has long attracted me," declared Mr. Epstein in a recent interview. "The wonderful words, 'Lazarus, come forth,' gripped my imagination." In addition to "Lazarus" there are twenty-four bronze heads and busts in the exhibition at the Leicester Galleries. They may be said to maintain to the full Epstein's standard of vibrant portraiture

"LITTLE NIGGER BOY": One of the bronze creations of Jacob Epstein in his latest one-man show which is at the Leicester Galleries

"ESTHER" AND "CARITAS": Here are two more of the latest Epstein portrait busts which have attracted so much interest

"DR. VAUGHAN WILLIAMS, O.M.": This portrait sculpture in the Epstein exhibition is peculiarly appropriate in view of Dr. Williams's well-known work, "Five Variants on Dives and Lazarus"

DISASTER ON LAND AND SEA

The Icelandic Wreck ; The *Benledi* Blaze ; The Witham Crash

1. POUNDED ON THE ICELANDIC ROCKS : The British tanker *Clam*, of 10,000 tons, breaking up off Reykjanes Lighthouse, Iceland

3. FIRE ABOARD THE "BENLEDI" : A British merchant ship, viewed from H.M.S. *Childers*, when ablaze 130 miles east of Malta

4. "BENLEDI'S" SUPERSTRUCTURE ENVELOPED IN SMOKE AND FLAME : Fire-fighting squads on H.M.S. *Childers* trying to quell the blaze

6. ON THE BRINK OF A 25-FT. DROP : This locomotive, en route from Leeds to Birkenhead, was just saved from destruction

1 and 2. DISASTER OFF ICELAND'S WEST COAST : These dramatic pictures show the British tanker *Clam*, of 10,000 tons, owned by the Anglo-Saxon Petroleum Company, being pounded by heavy waves on the rocks near Reykjanes lighthouse, on the extreme western tip of Iceland. The tanker was being towed to Cardiff, by the British tug *Englishman*, for repairs, when the towline broke. Unable to get a new line secured in time, the *Clam* was swept on to the rocks, where twenty-seven members of the crew lost their lives, twenty-three being rescued by lifeboat. Thirty-one members of the crew, predominantly Singapore Chinese, took to two lifeboats, and of these only four got safely ashore.

3, 4 and 5. FIRE-FIGHTING IN THE MEDITERRANEAN : H.M.S. *Childers*, a British destroyer of the Mediterranean Fleet, was recently ordered to sail from Malta to the assistance of the S.S. *Benledi*, a British merchant ship bound from the United Kingdom to the Far East, and reported to be on fire about 130 miles east of Malta. H.M.S. *Childers* went at full speed and found the *Benledi* ablaze and that her crew had taken to the boats and had been picked up by another merchant ship, the S.S. *British Liberty*. The *Childers* at once played hoses on the burning vessel, but this failed to reduce the flames. Later the *Childers* was able to secure alongside the *Benledi* bow to bow, and continued to fight the fire until nightfall. She was relieved by the R.F.A. vessel *Sea Salvior* and H.M. tug *Brigand*, and returned to Malta with the crew of the *Benledi*, who had transferred from the *British Liberty*.

6. NEAR DISASTER ON THE PENNINE ROAD : Two Glasgow men, Charles Gladstone and Hulbert Kilvington, by their prompt action saved a 23-ton articulated lorry and trailer and its 47-ton load from disaster on the lonely Pennine road at Scouthead, near Oldham, Lancs. The lorry, carrying a steam locomotive belonging to a Glasgow firm from Leeds to Birkenhead, began to skid, and the driver Ian Merson, also of Glasgow, was unable to regain control. Gladstone and Kilvington, who were walking ahead, partly checked the lorry's progress by placing wooden blocks under the wheels, after demolishing part of a wall it came to rest with one bogie over a 25-ft. drop.

7. DEATH ON THE LINE : Two men were killed in a collision between a mail train and a goods train on the main London line near Witham, Essex. Both were buried under the debris. The mail train, which had left Peterborough, came into collision with the back of the slow-moving goods train at the Eastgate crossing.

2. HER BOWS WEDGED AMONG THE ROCKS : *Clam* wrecked on the Iceland coast. Twenty-seven members of the crew lost their lives

5. THE "BENLEDI," AFTER THE FIRE : Twisted steelwork on the deck

7. THE WITHAM RAILWAY DISASTER : Firemen working amid the wreckage after a mail train and goods train had come into collision

1

The Spas of France

When Gaul was still Roman

the Spas of France

won celebrity

for their curative powers.

The fine air,

the natural beauty of the sites,

good food

(with carefully studied diet)

and suitable entertainment,

added to

the qualities of the waters themselves

and the most modern medical advice

and therapeutic treatment,

restore every year

thousands of sufferers

from many different ailments.

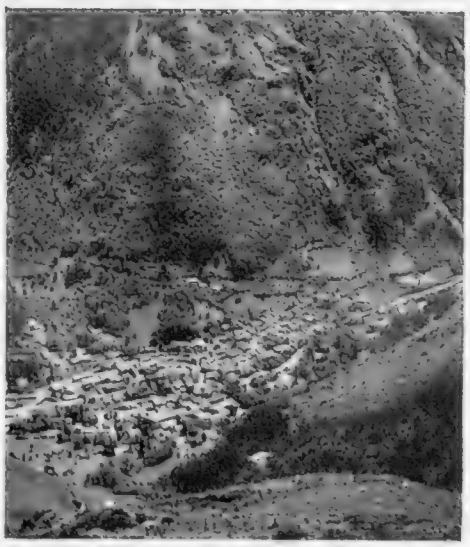
Special out-of-season rates.

Full particulars from:

FRENCH NATIONAL TOURIST OFFICE

179 Piccadilly London, W.1

2



3

4

5

6

1. AIX-LES-BAINS (*Savoie*): for rheumatic complaints, etc. 2. LA BOURBOULE (*Puy-de-Dôme*): for children's ailments, etc. 3. CAUTERETS (*Hautes-Pyrénées*): for ailments of the respiratory tracts, etc. 4. CHATEL-GUYON (*Puy-de-Dôme*): for intestinal ailments, etc. 5. SALINS-DU-JURA (*Jura*): for anæmia, gynæcological conditions, etc. 6. VICHY (*Allier*): for digestive and liver troubles, etc.

The World of Books—By VERNON FANE

A SPATE of AMERICAN BOOKS

Works of Widely Differing Merit and Widely Diverse in Subject Matter

THERE is a spate of American books this week, of very different merits, and on subjects as widely diverse as the characteristics of the forty-eight States. First of all, THE CLEFT ROCK (Cassell. 10s. 6d.), which is a serious, not to say solemn, book about a Californian valley. In this wide tract of ground the climate and soil are both ideal for agriculture and for the growing of anything from cotton crops to fruit trees; everything, that is to say, with one ominous exception—the shortage of water. For lack of this, farms perish and smallholders are ruined, unscrupulous people become millionaires over-night (in a way I never quite understood), and the deserving and honest are evicted from their land. Alice Tisdale Hobart writes of all these doings with a kind of heavy relish, and introduces into her story a motley of noble White Russians, scheming Californians and high-principled truant officers. None of her characters is recognisable as a type one might have met, but the book, nevertheless, has an implacable drive to it and is far from unreadable.

Another facet of the American scene is shown in Mr. Cedric Belfrage's novel, ABIDE WITH ME (Secker and Warburg. 10s. 6d.), which deals exhaustively with the problems of the mortuary art. In England and other European countries, an undertaker is apt to be an undertaker, a member of a respectable but not highly publicised profession. In the United States, and we have already had Mr. Evelyn Waugh's witty word for it, they order these things in another way. If both these books are true in their findings, then it is a way that most of us would consider macabre to the point of indecency, but it has, nevertheless, stimulated two novelists into satirical print. Mr. Belfrage has not so much a heavy as a painstakingly thorough touch, and some of the more grotesque details have the hallmark of exact reporting. The result is a novel whose intention has not been to edify, and whose effect is not to amuse.

It is a relief, to all but the ghoulish, to turn to Mrs. Anne Goodwin Winslow's novel, THE SPRINGS (Heinemann. 8s. 6d.), a tale of happy nostalgia if there is such a thing, and very charming to read. The plot is tenuous and simple: a lovely girl grows up in her family's pleasant home in one of the Southern States. When she is about seventeen the springs near the house are found to have slight medicinal properties, and a summer hotel, of the kind popular in America about fifty years ago, is built to exploit the site. The people who come to the hotel are beautiful Alice's first glimpse of any outside world, for her parents live their own well-bred, secluded life, and the hotel brings three successive intimations of love to her, the third to end in lifelong happiness. Mrs. Winslow shows such delicacy of touch with her subject that it is saved from the sentimental or the whimsical, and becomes a delightful, humorous and sensitive recital of the flowering of a young and unaffected beauty.

Harriette Arnow writes about an America much more remote from English readers, a poor farming community in the Kentucky Mountains, where semi-starvation and hopeless back-breaking work seem to be the rule, and where the local people speak a dialect that is remarkably vivid if you can catch the words. HUNTER'S HORN (Collins. 12s. 6d.) is straight out of the department of family sagas, and has been hailed, nearer its place of birth, as superlative. It may be all of that, and certainly its repeated descriptions of childbirth in crude conditions are written strongly enough to be unforgettable, but for this particular English reader it failed in its impact or, as we used to say not so long ago, it was a near-miss.

FATHER OF THE BRIDE (Hamish Hamilton. 8s. 6d.) is American, too; as American as a Manhattan cocktail and possibly more cheering. It is Mr. Edward Streeter's version of what happens in a moderately well-to-do American family when the daughter of the house decides to get married. In spite of its title it does describe some of the anguishes and exaltations of the bride's mother, too, and has a bewildered but on the whole tolerant word to say about the bride and the groom. But the father's predicament is the author's chief concern, and, helped by Mr. Gluyas Williams' brilliant line drawings, it is of this that

ROYAL PORTRAITIST: The Duchess of Kent standing beside her "Portrait of a Young Man" at the Fiftieth Anniversary Exhibition of the Women's International Art Club in London. The Duchess has been patron of the club for four years, but this is the first time she has submitted one of her own pictures. The identity of the young man is being kept a secret at the request of the Duchess

Mr. Leo Brady is an American writer who expresses an intellectual theme in terms of melodrama, and with some sad over-writing. "Mourning was like a pin caught in clothing, pricking at unexpected spots. Loss was not an emotion that repetition minimised." There must be some simpler, and therefore more moving way of putting that. THE EDGE OF DOOM (Cresset Press. 9s. 6d.) is the story of a young man who, when his mother dies, wants an impressive funeral ceremony for her. To this end he calls on his local priest and, finding him tired and, as he thinks, indifferent, murders him with a brass crucifix. The police suspect him of a robbery and shooting that take place at about the same time, and the man who did that is in turn suspected of the priest's murder. One can respect the ingenuity of that device, and the sincerity with which the author writes of the Kafka-like torment and doubt, but even that does not add up to a good novel in any sense.

TENDER MERCY (Macmillan. 9s. 6d.) is a tragic novel from beginning to end, without alleviation. It is the story of a pleasant and ordinary American couple whose only son is an idiot. By great good luck they find a young woman who is able to control and guide him, and to whom the son is devoted, lumbering around after her with his fat, adult body and his baby brain. But when the woman's husband comes to see her after years in a sanatorium, the smooth surface of these four lives cracks, revealing jealousy, violence and beastliness. Mr. Lenard Kaufman writes temperately of a difficult theme, but although the book may move you, it is not, by the longest stretch of imagination, one to enjoy.

For his fiftieth book, Mr. James Branch Cabell has written a fantasy about an apparently ordinary man, living in the town of St. Augustine, Florida (as anyone presumably might), who finds out that his father was not another ordinary man of his own ilk, but Red Samaël the Seducer, youngest and most virile of the seventy-two princes of Hell. THE DEVIL'S OWN DEAR SON (Bodley Head. 8s. 6d.) has an interesting wrapper showing that gentleman in a spiv's overcoat and bare feet in a churchyard, and will doubtless appeal to the faithful number of Mr. Cabell's readers.

NEW DAY (Heinemann. 12s. 6d.) is a novel of Jamaica and up to date the best that I have ever read about that beautiful and uneasy island. Mr. V. S. Reid was born and educated in Jamaica, and knows its people with more than the superficial ease of familiarity. He knows its history too, and this novel is an amazingly convincing version of that history from 1865 to 1944, as seen through the eyes of a long-lived Jamaican. It often happens that, with a novel written almost entirely in dialect, the attention wanders, or else the effort at understanding is too much and one discards the book entirely. In this case, there is an almost musical cadence to the sentences that would be enough to carry the reader along through a no more than adequate plot, when Mr. Reid has written a story that is very moving and profoundly interesting.

DEAR LIFE (Michael Joseph. 7s. 6d.) is a very short novel by Mr. H. E. Bates, and it is disappointing not only in its brevity, but in its content, which is a little study of adolescent delinquency. Laura is a girl who lives with her mean, garrulous mother, her brutal stepfather and an old uncle in a bombed house. It could therefore be said, as the author tacitly does, that Laura has no chance, but really it is the story that has no chance from the introduction of the old man who is called Uncle Cupid, is dumb, and knits interminably in scarlet wool. Uncle Cupid, in other words, is a bit much, and tends to destroy the necessary mood of stark reality. Laura meets a Canadian who is both a murderer and a deserter, they team up, and together go on further killings (Laura's score being two old women in a toy shop) before they are rounded up. All this is beastly without being tragic.

IN THE STEPS OF HENRY JAMES

Michael Swan's New Travel Book

Henry James, setting to work his "twin demons of observation and imagination," derived an immensity of pleasure from his travels in Europe, and handed that pleasure on to posterity in the form of *A Little Tour of France*, the record of a journey through Touraine, Languedoc and Provence, and now regarded as a near-classic in travel literature. In ILEX AND OLIVE (Home and Van Thal. 16s.) the publishers who recently re-issued James's *Little Tour* now present Michael Swan's account of journeyings in France and Italy. Both volumes are imbued with very much the same spirit, the same love of the great Roman towns of the "deep south," Carcassone, Nimes, Orange and Avignon, the same ability to enlarge upon architectural detail without allowing the subject to pall, and the same gift for diverting digression. Though over fifty years separate the two writers, and Michael Swan writes of night clubs in Paris and motor-coach riding in post-war Italy, it is surprising how the Victorian novelist and the mid-twentieth-century travel-writer are in accord; but then, of course, Henry James was essentially a modern among the moderns.

COMPOSITION BY WILLIAM JOHNSTONE: Mr. Johnstone, pioneer in modern methods of art teaching, contributes this "designs pattern and form in space" to his book *Creative Art in Britain* which is reviewed herewith

Are there any Martians? The question has been exercising laymen and astronomers alike for centuries, and according to Gerard de Vaucouleurs, whose admirable little book, THE PLANET MARS, has just been published (Faber and Faber. 10s. 6d.), the answer is still in doubt. He believes with virtual certainty, however, that the immense majority of living things on this earth, if not all of them, would find it impossible to accommodate themselves to the conditions which prevail on Mars. In particular, he says, we ourselves could not live there in the open air. This, of course, does not rule out the possibility of Martians specially equipped for life on their own planet. In the course of eighty-five pages, M. de Vaucouleurs sums up the extent of human knowledge about Mars, and he concludes by expressing the earnest hope that by 1956, at the end of the next cycle of Mars, his book will be completely out-of-date.

Harold Nockolds, historian of the Rolls-Royce Company, has brought his great work up-to-date and THE MAGIC OF A NAME (G. T. Foulis and Co. 25s.) now includes the story of the Company's contribution to the Second World War effort; and what a contribution it was. The commencement of hostilities in 1939 found Rolls-Royce prepared, and plans for expansion were already in hand. The staffs from the motor-car division were for the most part drafted into the aero-engine departments, and the Company prepared to devote itself wholeheartedly to the service of the Royal Air Force and the Fleet Air Arm. From the start it was a battle of wits, long-range warfare being waged in drawing offices and workshops between the designers and technicians in England and Germany, so that the pilots coming face to face might have the equipment for their task. Mr. Hives, the genius behind Rolls-Royce production, afterwards declared with modesty: "We were just the ironmongers," and this book tells just what that task involved. In the chapter on "Adding Quantity to Quality" we see the Merlin stepped up in production from 2,000 engines a year, the combined total of the Derby, Crewe and Glasgow works in 1940, to 18,000 a year in 1943. In "The Fight for Height" we see the steady development of British and German engines, with the advantage lying first one way and then the other. When the Luftwaffe technicians, admitting they were beaten as regards ceiling, brought out the F.W. 190 to outmanœuvre the Spitfires at medium altitudes, the battle of wits was given a new twist, but as ever Rolls-Royce came out on top.

A cynical view of human nature and a tendency to extreme bitterness have never robbed the prose of Aldous Huxley of lucidity and grace, nor have they destroyed his deep feeling for beauty which has sometimes broken through his scepticism, notably in MUSIC AT NIGHT, the admirable volume of essays which was first published in 1931 and is now re-issued in the collected works (Chatto and Windus. 6s.). Huxley's essay on "expressing the unexpressible" reveals his prose style in its most gracious moments, and his "Sermons in Cats," at its most biting and bitter. I. Compton Burnett's DAUGHTERS AND SONS (Victor Gollancz. 10s. 6d.) also makes a welcome reappearance, and her gift of comedy in this most original of novels remains a delight.

Mr. William Johnstone, Principal of the Central School of Arts and Crafts, has revised his volume CREATIVE ART IN BRITAIN (Macmillan. 50s.), and the addition of further illustrations, some of them in colour, adds to the importance of this work. Mr. Johnstone's purpose is to show the contribution of British art to the world's artistic heritage, and the third part of his volume contains some criticisms of present methods of art teaching and some constructive suggestions for revising the curriculum.

BRUSSELS

THE PLAZA

LEADING HOTEL

Fly TO MADEIRA

IN 9 3/4 hrs.

Island of sunshine and flowers for a gay or quiet holiday. Good hotels from 17/6 PER DAY, including all meals.

BY LUXURY 4-ENGINED 'HYTHE' FLYING BOAT

Fares direct from Southampton (Depart every Friday)
£44.0.0 Single £79.4.0 Return

AQUILA AIRWAYS

Operated under an Associate Agreement with

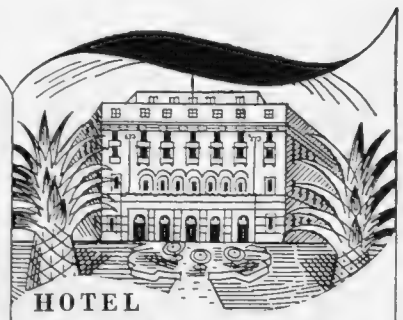
BRITISH EUROPEAN AIRWAYS

Book or call: 6 CURZON PLACE, PARK LANE, LONDON, W.1 Tel.: GRO 3947
Or any leading Travel Agent

INTO THE SUNLIGHT FOR

Sterling

A really exotic good time, without travel or currency snags. Sunshine, gaiety, sport; scenery, history, *shopping*. Europe's most up-to-date hotel offers rare service, cellar, cuisine. 125 bed and bathrooms, 8 main suites, on Valetta's Grand Harbour—just 8 hours off by air.



HOTEL Phoenicia MALTA G. C.

Write for full details from The Malta Hotels Company, Ltd., Public Relations Division, 34 Grosvenor Street, London W.1

To the heart of PARIS

IN COMFORT

THE WOMAN who loves travel puts Paris first on the visiting list. Experience teaches her to rely upon the luxury of the Golden Arrow, leaving Victoria at 9.30 and arriving in Paris in time to get settled in before dinner. Or, if daylight is precious, it is possible to sleep one's way over on the Night Ferry, leaving London at 9 p.m. and arriving fresh and well-groomed just after breakfast. Either way it means excellent meals, courteous attendants and . . . Paris, wonderful Paris, in the Spring!

For tickets, reservations, etc. apply Continental Enquiry Office, Victoria Station, London, S.W.1. or principal Travel Agencies.

Travel LONDON-PARIS *by*

GOLDEN ARROW BRITISH RAILWAYS NIGHT FERRY

DODERO LINE

First Class Only

FARES FROM £195

All Staterooms with private bath or shower. All social rooms and suites-de-luxe air conditioned.

Express Service

LONDON *to* BUENOS AIRES

Via BOULOGNE - LISBON - RIO DE JANEIRO

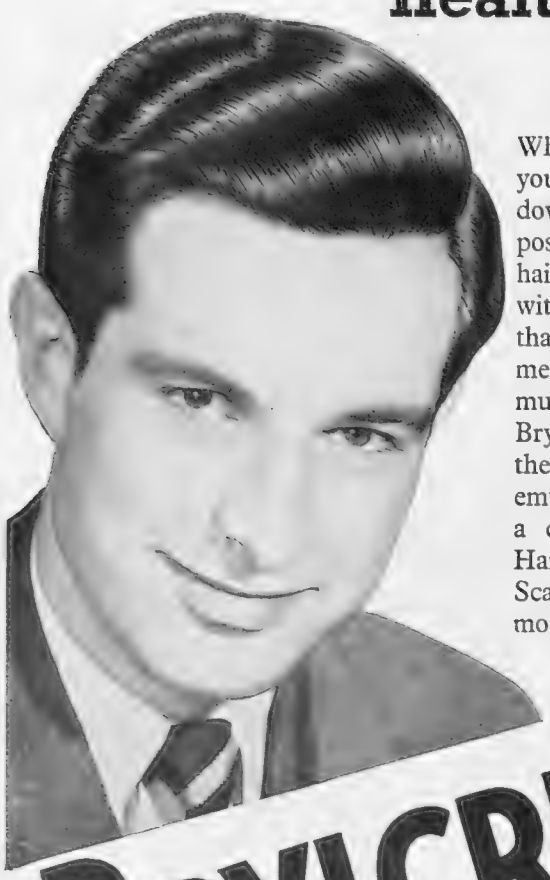
Next Sailings

"PRESIDENTE PERON" APRIL 29 & JULY 1
"EVA PERON" Maiden Voyage—MAY

Apply Local Passenger Agents or

STELP & LEIGHTON LIMITED,
9-13, FENCHURCH BUILDINGS,
LONDON, E.C.3 Telephone: Royal 3111

For Smart Healthy Hair



When you use Brylcreem, your hair will never let you down. It will stay in perfect position throughout the most hair-ruffling day! Soft, glossy, without a trace of gumming that's what Brylcreem'd hair means to you. And it means much more than that. For Brylcreem controls your hair the healthy way. Its pure emulsified oils give the roots a chance and banish Dry Hair, Dandruff and Tight Scalp. Ask for Brylcreem—most men do.

BRYLCREEM
to be sure

County Perfumery Co. Ltd., Honeypot Lane, Stanmore, Middx. *royds 67 28*

Valstar

DISTINCTIVE WEATHERWEAR

Trade Enquiries to

VALSTAR LTD, SALFORD 6, LANCASHIRE

Also at 314 REGENT STREET, LONDON, W.1

MANUFACTURERS OF HIGH GRADE WEATHERWEAR

This is the Gin

Quality Incomparable

Gordon's

Stands Supreme

By Appointment
Gin Distillers
to H.M. King George VI

Maximum Prices: Per bottle 32/4; Half-bottle 16/11. U.K. only.

All the colours in the Walpamur standard range are intermixable to bring the subtle shades of Nature into the homes of Britain. Your decorator will be happy to advise you.

THE WALPAMUR CO LTD . DARWEN . LANCASHIRE

P70

Pure Silk Chiffon Scarf

TO WEAR A DOZEN WAYS

A full-size sheer Silk Square with hand-rolled edges. In a multi colour design of delicate pastel shades, the border being in either Cherry, Powder Blue, Gold, Dull Orchid, Rose Pink, Mink Brown or Turquoise. **59/6**

Scarves—Ground Floor.

Debenham & Freebody

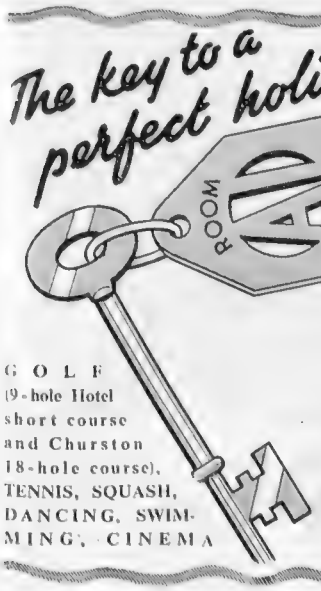
LANgham 4444 WIGMORE STREET, LONDON, W.1 (Debenhams Ltd.)

"The sturdiest peak is Fame's" EUGENE FIELD

THE ORIGINAL *SWISS* PROCESS CHOCOLATE—Famous since 1826

SUCHARD CHOCOLATE LTD., LONDON, S.E.16

The key to a perfect holiday



PALACE HOTEL TORQUAY

GOLF (9-hole Hotel short course and Churston 18-hole course), TENNIS, SQUASH, DANCING, SWIMMING, CINEMA

Open up a new vista on what the Perfect Holiday can be. Get to know what it means to have the choicest foods served in luxurious surroundings by a highly-trained staff. Realise, too, the benefits of the Palace 'all-in' terms, giving golf, squash, tennis, dancing, cinema, swimming, etc., at no extra. The Palace, the Hotel with the 'country house' atmosphere, offers such a holiday. Send for inclusive terms.

Manager: George Conquest. Tel. 2271

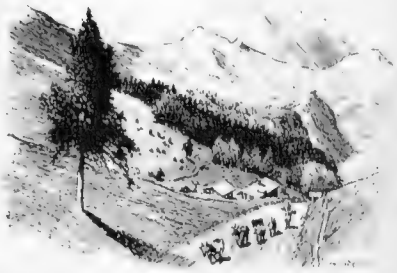
SWAN & EDGAR LTD., PICCADILLY CIRCUS, W.1. REGent 1616

DRIWAY REGD
WEATHERCOATS

..perhaps the finest made

Driway Weathercoats and Sportswear are stocked by leading Stores and Outfitters throughout the country.

Whether in Switzerland...



...or in Egypt

and wherever fine cigarettes are appreciated....smokers choose

THE BEST CIGARETTES IN THE WORLD

STATE EXPRESS 555

The House of STATE EXPRESS 210 PICCADILLY. LONDON. W.1

2

Escoffier

SAUCE ROBERT
SAUCE DIABLE
SAUCE MELBA

also various other Sauces, Pickles, Chutney and Fish and Meat Pastes.

ESCOFFIER LTD., HARDERS ROAD, LONDON, S.E.15

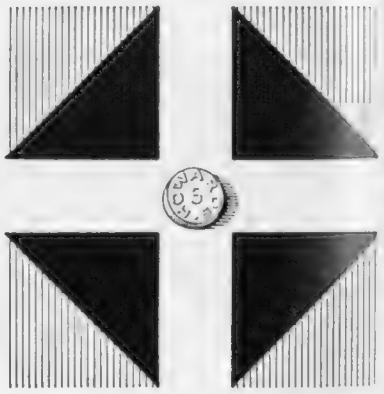
THE CHOICE OF THE CONNOISSEUR

Just as the expert quickly recognises this James I Rose-water Ewer and Dish as unique pieces of seventeenth century silverware, so will the connoisseur of fine whisky readily appreciate the perfection of Highland Queen "Grand Liqueur".

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

MACDONALD & MUIR LTD. DISTILLERS, LEITH, SCOTLAND



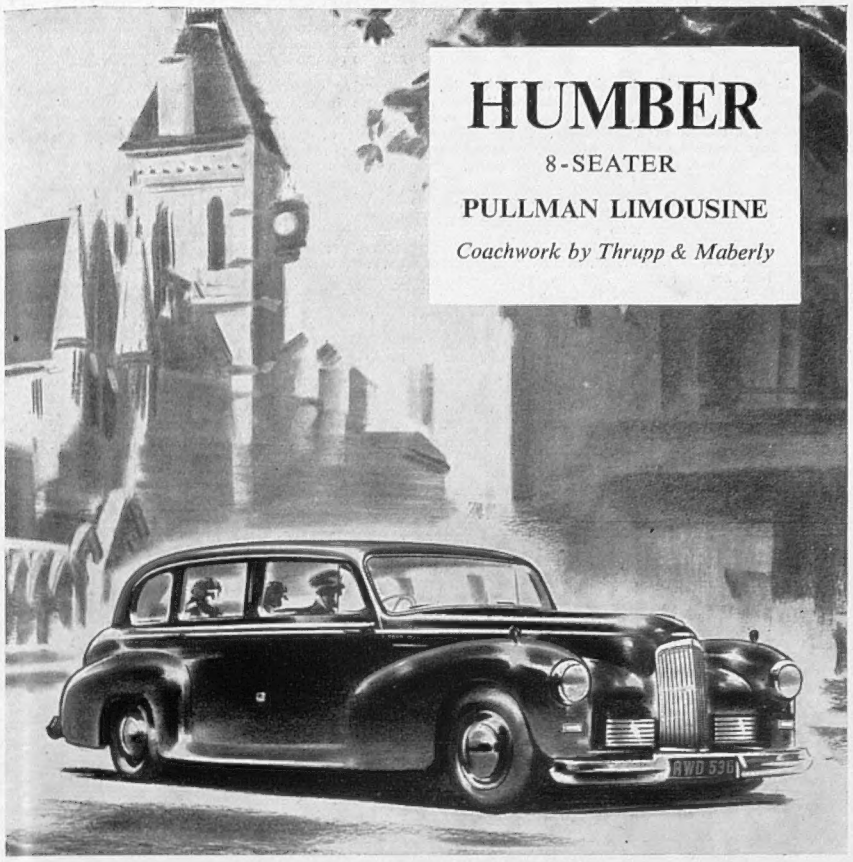
THE LITTLE THAT MATTERS SO MUCH

The test of aspirin is its purity. Just because of its purity Howards Aspirin costs a little more.

HOWARDS ASPIRIN

It is not the cheapest—it is the best

Made by
HOWARDS OF ILFORD
Established 1797 TDW



THE HUMBER PULLMAN LIMOUSINE fulfils a variety of tasks with grace and distinction. It is equally suitable for business or professional use, for industrial organisations, as a dignified town carriage or as a fast long-distance touring car.

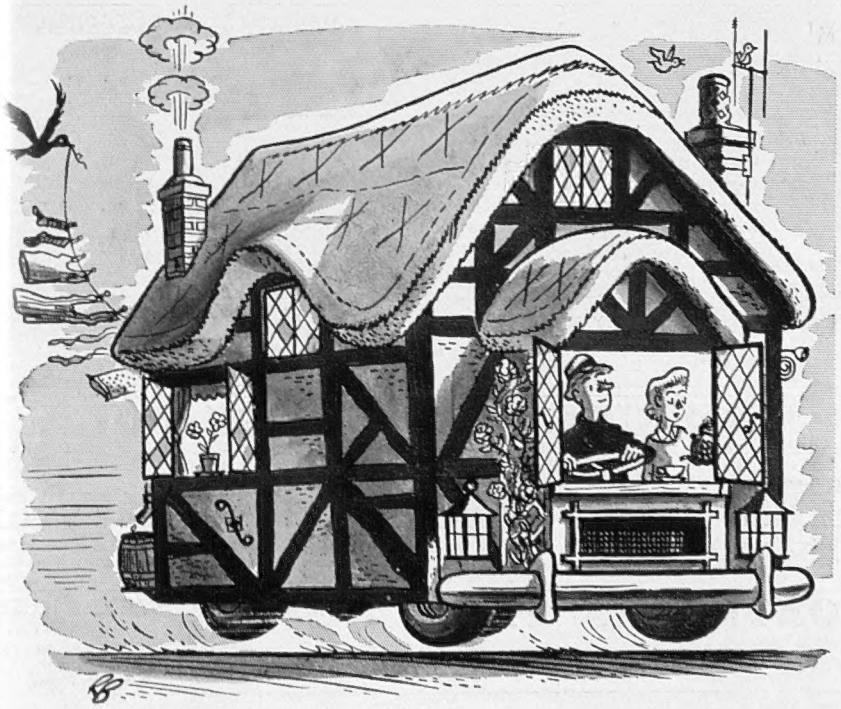
ALSO THE IMPERIAL 8-SEATER SALOON, to meet the demands of the discriminating owner who, on most occasions, prefers to drive himself.

PULLMAN or IMPERIAL, £1,395 *Plus Purchase Tax*

PRODUCTS OF THE ROOTES GROUP

BY APPOINTMENT TO H.M. THE KING MOTOR CAR MANUFACTURERS HUMBER LIMITED

Whatever the shape of things to come . . .



I will give you

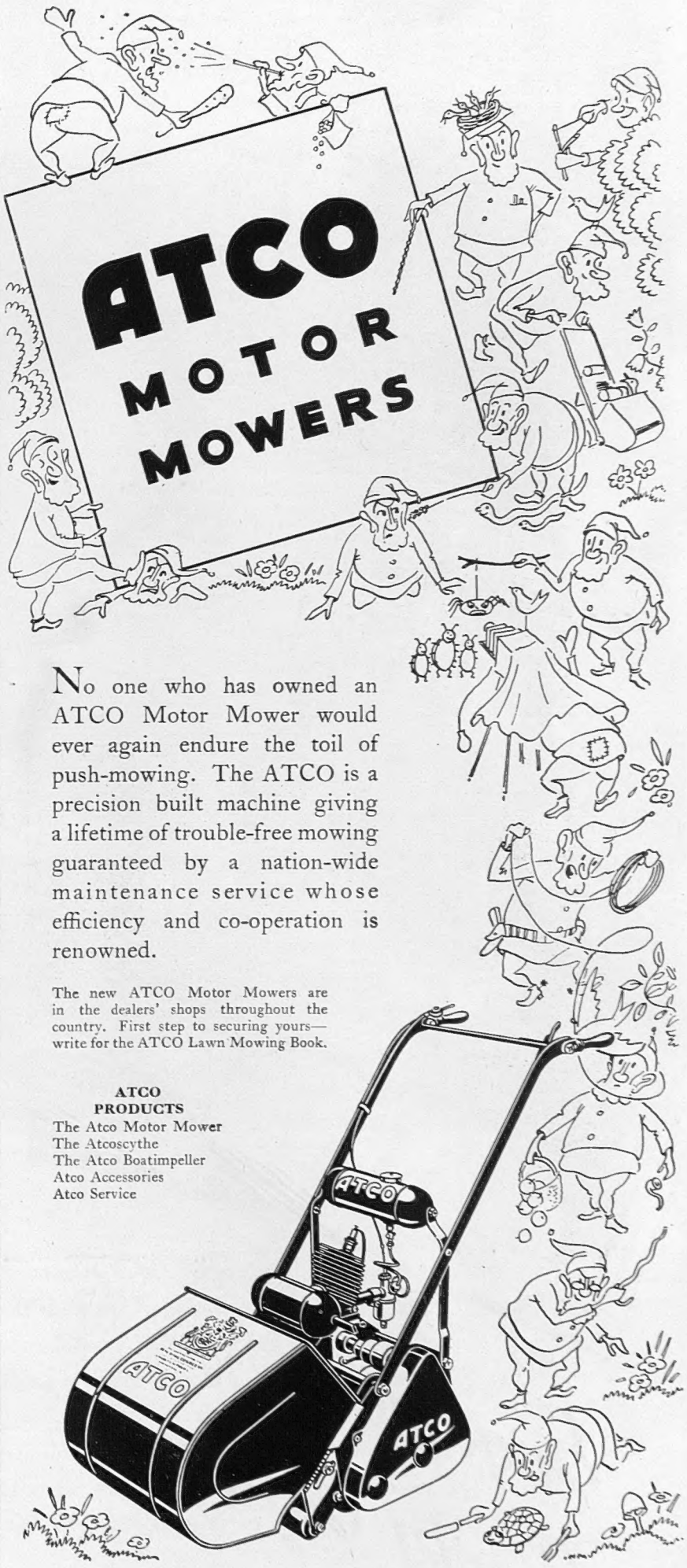
MORE MILES PER GALLON!

says Mr. MERCURY

NATIONAL BENZOLE MIXTURE

13

By Appointment
Motor Mower Manufacturers
Charles H. Pugh Ltd.



No one who has owned an ATCO Motor Mower would ever again endure the toil of push-mowing. The ATCO is a precision built machine giving a lifetime of trouble-free mowing guaranteed by a nation-wide maintenance service whose efficiency and co-operation is renowned.

The new ATCO Motor Mowers are in the dealers' shops throughout the country. First step to securing yours—write for the ATCO Lawn Mowing Book.

ATCO PRODUCTS

The Atco Motor Mower
The Atcoscythe
The Atco Boatimpeller
Atco Accessories
Atco Service

CHARLES H. PUGH LTD.

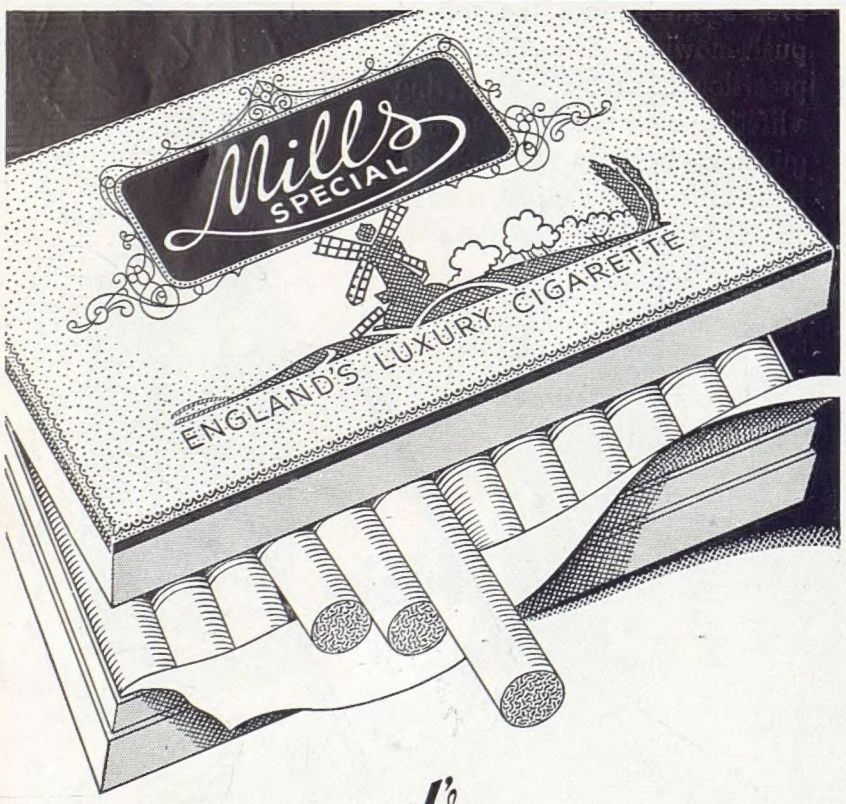
Whitworth Works, Birmingham, 9

Get the *right* Spirit!

the BRANDY that made COGNAC famous

HENNESSY

Grand as a DRINK
Great as a TONIC



England's Luxury Cigarette

25 for 5/9d.

A PRODUCT OF AMALGAMATED TOBACCO CORPORATION LTD

IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

GOLF is a game which its devotees indulge in, irrespective of weather and seasons. So it is no wonder that the family catalogue of "Wants" almost invariably includes a nearby golf-course.

I have been asked to list those hotels that I recommend which either adjoin or are within comfortable strolling distance of a golf-links. Space will not permit of mentioning all, but I hope that the following may prove helpful to readers, irrespective of their standards of play.

South-East England. We will start with Kent. Many a City man must know of *Sundridge Park Hotel*, near Bromley, but 12 miles from the Mansion House. Two golf-courses to choose from, and both at one's door-step. Hythe, *The Imperial Hotel*, and Tunbridge Wells, *The Spa*, have both nine-hole sporting courses of their own. The North Foreland also attracts the week-end and longer holiday golfer, and if your purse does not run to *Kingsgate Castle Hotel*, overlooking the links, there is the smaller, well-run *Fayreness Hotel*, within comfortable walking distance. Nor must I omit, before I leave Kent, *The Guildford Hotel*, at Sandwich, which was re-equipped, redecorated and refurnished last year by a man who likes his golf as well as his creature comforts.

Over the border we come into Surrey. Note the *Bramley Grange Hotel*, near Guildford, with the Bramley Golf Club adjoining, and *The Oatlands Park Hotel*, with an eighteen-hole sporting golf-course surrounding the hotel.

In Sussex, *The Gate House Hotel*, Cooden Beach; *The Crest Hotel*, Crowborough, and *The Seaford House Hotel*, Seaford, are all within easy walking distance of their respective links.

In the southern counties of Dorset, Hampshire and Wiltshire, golf-links and good hotels are not so easily married, but the following are worthy of note. *Knoll House Hotel*, Studland Bay, where, whilst the children are playing in safety on the sands or manning the "Purbeck Pirate," the grown-ups will be found on the hotel's nine-hole mashie course, or on the completely redesigned Studland links a few minutes away. In Bournemouth, of course, golfers have a wide choice of golf-links, and if the Parkstone Links are your choice—with Reg Whitcombe to correct that grip or stance—the *Harbour Heights Hotel*, at Sandbanks, is the place to stay.

Then in the Liphook-Hindhead area is the attractive Liphook course, and a first-rate hotel is the *Royal Anchor*. "For its size," a reader wrote me last week, "it was quite unsurpassed for warmth, good food and furnishings, and a homely atmosphere, combined with excellent service."

Space will only permit of my touching on one more section of Britain—the *South-West*. In North Devon, I hope to hear in the near future of the reopening of the Championship Course at Saunton Sands. *The Saunton Sands Hotel* is already open. Then at Westward Ho! *The Dormy House* is yet another hotel which looks out on to a championship course. On Dartmoor, scenery, good golf and a first-rate hotel are combined in the *Manor House Hotel*, Moretonhampstead.

Cornwall can also offer the devotee good golf. *Carlyon Bay Hotel* and its adjacent course; *The Headland Hotel*, Newquay, overlooking the links; and other opportunities for golf will be found close at hand at Mullion—*The Poldhu Hotel*; Harlyn Bay—*Yellow Sands Hotel* (for the Trevose Links), and Polzeath, *The Club Hotel* (for the St. Enodoc course).

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Commonwealth House, 1, New Oxford Street, London, W.C.1.

BALLACHULISH HOTEL, ARGYLL
On the shores of Loch Leven where the mountains meet the sea. For those who admire Highland Scenery, and appreciate the comforts of a well-appointed Hotel easily reached by rail or road. Garage. Tel.: Ballachulish 239.

ISLE OF ERISKA HOTEL, CONNEL, ARGYLL
A charming West Highland Mansion on its own island in Loch Creran, with access by private road bridge from mainland. Ideal for a quiet holiday amidst magnificent scenery. Home farm produce. Boating, Bathing, Sea Fishing. Write Capt. A. D. S. Barr. Tel.: Ledaig 205.

BRANCASTER—DORMY HOUSE
Famous for its cuisine, cellar and service, this well-known Hotel offers first-class Golf at Brancaster and Hunstanton. An excellent base for wild-duck shooting and bird-watching. Now booking for Easter, Spring and early Summer months. Tel.: 17.

THE GEORGIAN HOTEL
HASLEMERE, SURREY
Spend a Restful Holiday at this Charming Country Hotel. Good Cooking. Fully licensed. Two acres of "old-world" gardens. Tel. Management—268 for Tariff.

LONDON, N.W.4. HENDON HALL
First-class Residential Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed. P.O. phones all rooms; suites with private bath. Hard Tennis, Putting, Billiards, Swimming Pool. Adjoins Hendon Golf Club. Personal supervision of Managing Director. HEN 1456.

JERSEY, ROZEL BAY. LA CHAIRE (1st Register)
Country House atmosphere; 10 acres lovely grounds. Fully licensed. Cocktail Bar. Continental cuisine. Good bathing and fishing. Own Taxi and Hire Car service. Apply Manager. Tel.: Trinity 198.

GOING TO LONDON? For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's-throw from St. James's Park, Underground, and Victoria Street bus stop. Very comfortable apartments and breakfast from 18s. 6d. per night. Tel.: WHItehall 3176.

MULLION, S. Cornwall. POLDHU HOTEL
Magnificently positioned, overlooking sea and sandy bathing cove. Near Mullion (18-hole) Golf Course. Hard Tennis; Billiards. Own farm, quality cooking. Discriminating people will enjoy the pleasant atmosphere of this Hotel. Telephone: 339.

In the Heart of Herts—
Only half-an-hour from London. Restaurant and Cocktail Lounge open to non-residents. Television; Games Room; Riding from own stables; adjacent to Porters Park Golf Course. Saturday Dinner Dances 10/6
Ideal for week-ends: Special terms, Friday dinner—Monday breakfast, 3½ gns.
Write or 'Phone: **ALDENHAM LODGE** RADLETT 5671

RAVENSCAR, Scarborough. RAVEN HALL HOTEL
A completely self-contained, fully-licensed, holiday hotel. Heated sea-water Bathing Pool, 9-hole Golf Course, Putting, Hard Tennis, Bowls, Billiards, Dancing (orchestra)—all free to residents. Riding available. Inc. terms 33s. to 42s. a day. Tel.: Cloughton 233.

SIDMOUTH. ROYAL GLEN HOTEL
In sunny seclusion 100 yards from the sea, this one-time ROYAL RESIDENCE will appeal to all who seek comfort, good catering and personal service. Sea and River Fishing, Golf, Tennis. Under the personal direction of Mrs. F. J. Martin. Tel.: 221.

THE SPA HOTEL, ROYAL TUNBRIDGE WELLS
Faces the south and the sun, 400 ft. up in 65 acres of park land. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).

OATLANDS PARK HOTEL, WEYBRIDGE, SURREY
Only 30 minutes from London. Golf, Tennis, Squash, Bowls and Dancing—all free to Residents. 150 Rooms (many with private bath) and self-contained suites. Moderate inclusive terms. Weybridge 1190.

Come nearer the Sun!
A beautifully appointed Hotel with private sea frontage, its own tennis, squash and ballroom. Write for Brochure G.

The *Imperial* TORQUAY
The English Hotel in the Mediterranean manner

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

This England . . .

Ashridge Park—Herts

HE WHO PLANTS an avenue of trees, cannot, in the nature of things, hope to enjoy them in their grandeur—he plants them for England. Much that we have and prize to-day comes of that attitude in our fathers. They did not make or build "to last their time," but rather that something worthy should mark their passage—their good live after them. We, too, must keep this tradition of the thing well made, that our children's children may be beholden to us. Even in simple matters it can be done; are we not beholden to some centuries of careful craft-proud men, that such a daily need as Bass (or is yours Worthington) is so superbly filled?

ISSUED BY BASS AND WORTHINGTON, BURTON-UPON-TRENT, ENGLAND

HIGHWAYS AND HIGHWAYMEN Claude Du Vall

'. . *he robbed her, but paid for his dance*'

History relates of Claude Du Vall, one of the bolder and more handsome gentlemen of the road, that one evening he overtook a coach on Blackheath intending to rob the travellers of the £400 they carried. The lady in the coach, seeing Du Vall and his men, played upon a flageolet to show she was not afraid. Du Vall, as a compliment to her courage, played a little tune upon a similar instrument as he rode up to the coach. Then he asked her to grant him the honour of a dance. She consented, and Du Vall "performed marvels, the best masters, except those that are French, not being able to show such footing as he did in his great French riding boots." Du Vall then took £100 from the travellers but paid for the dance by allowing them to retain the remaining £300! These picturesque scoundrels, who once made travelling an ordeal, are dead and gone. But to-day, thanks to John Boyd Dunlop's invention of the pneumatic tyre, we can travel in safety and comfort past the places that once echoed to the dreaded cry of "Stand and Deliver!"

THIS PICTURE WAS SPECIALLY PAINTED BY A. R. WHITEAR, FOR THE DUNLOP RUBBER COMPANY LIMITED

Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2, and Published Weekly by Illustrated Newspapers, Ltd., Commonwealth House, 1, New Oxford Street, London, W.C.1. Saturday, March 18, 1950. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.